

FIVE DOLLARS
PER QUARTER

For Freight, apply to
RUSSELL & CO.
 Hongkong, 14th September, 1882. (618)

Intimations.

M. G. U. D. E.
 HOUSE AND LAND BROKER,
 AUCTIONEER AND COMMISSION AGENT.
 No. 33, WELLINGTON STREET,
 HONGKONG.
 Hongkong, 23rd January, 1882. (62)

DE SOUZA & CO.
P. PRINTERS, STATIONERS, AND BOOKBINDERS,
 D'AGUIAR STREET,
 CANAL STREET.

EVERY KIND OF WORK EXECUTED WITH
 ACCURACY, NEATNESS, AND DESPATCH
 ON
 VERY MODERATE FEE.
 (63)

**SELECTED MATERIALS FOR
 MARKET REPORTS**
 Book-binding and Rubric in every style executed
 at low rates. Also, hand-writing guaranteed.
 Hongkong, 23rd August, 1882. (112)

HONGKONG TELEGRAPH

SPECIAL ADVERTISEMENT SHEET.

TUESDAY, SEPTEMBER 19, 1882. NOON.

MEMOS FOR TO DAY.

The *White Cloud* leaves for Macao, at 2 p.m.
A mail for Amoy, per *Ferriswood*, will close at 5 p.m.
The *Klung-chow* leaves for Canton, at 5.30 p.m.
Performance of "Bonnie Fish Wife" and "Delicate Ground," at the City Hall, at 9 o'clock.

To-day's Advertisements.

THEATRE ROYAL
CITY HALL HONGKONG.

M. R. D'ORSAY OGDEN
has the honour to announce that
prior to his departure from
Hongkong he will give a
GRAND FAREWELL PERFORMANCE

AT THE
THEATRE ROYAL, CITY HALL,
THIS EVENING,
THE 10TH SEPTEMBER, 1882.

FOR THE BENEFIT OF THE
"HONGKONG TELEGRAPH"
EXPENSES FUND
(IN CONNECTION WITH THE
BANDMANN LIBEL CASE)
when will be produced
CHARLES SELBY'S POPULAR MUSICAL INTERLUDE
"THE BONNIE FISH WIFE"
AND
CHARLES DANCE'S FAMOUS COMEDY
"DELICATE GROUND"
OR
"PARIS IN 1793."

"The Prisoner Within the Bars" will appear
in both pieces.
Seats may be booked at Messrs. KELLY &
WALSHE's, where a plan of the Theatre is now on
view.

ADMISSION:
Dress Circle \$2.00.
Reserved Seats \$2.00.
Unreserved Seats \$1.00.

Doors open at 8.30. To commence at NINE
sharp.
Hongkong, 11th September, 1882.

THE UNION INSURANCE SOCIETY OF
CANTON.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the UNION INSURANCE SOCIETY OF
CANTON will be held at the Society's Head
Office, Hongkong, on TUESDAY, the 3rd day
of October, 1882, at FOUR O'CLOCK in the
AFTERNOON, when the subject of the
Meeting of the Society held on MONDAY, the
18th day of September, 1882, will be submitted
for Confirmation as a Special Resolution.

RESOLUTION.
That this Society, now registered under the
Companies' Ordinance No. 1 of 1865 as an Un-
limited Company, be registered under the Com-
panies' Ordinances 1865 to 1881 as a Company
Limited by Shares.
By Order of the Board,
DOUGLAS JONES,
Acting Secretary.
Hongkong, 19th September, 1882. [638]

Intimations.

A. S. WATSON & CO.
SUMMER REQUISITES.
PRICKLY HEAT LOTION.

CARBOLIC SOAPS.

BATH BRUSHES AND GLOVES.

CARBOLIC DISINFECTANTS.

SELTZ GENES.

EYE PROTECTORS.

EAR PLUGS.

FOR USE IN BATHING.

FRUIT SYRUPS.

VINSANTE.

FELLOWS SYRUP.

OSGOOD'S INDIAN CHOCOLAT.

A. S. WATSON & CO.

CHEMISTS, DRUGGISTS

AND

AERATED WATERS

MANUFACTURERS.

HONGKONG DISPENSARY,

HONGKONG.

ESTABLISHED 1841. [431]

TOK KEE.

COAL MERCHANT.

18, WING SING LANE, HONGKONG.

KEEPS on hand for Sale all kinds of STEAM

COAL of the best quality, at moderate

rates; also has always Powerful Steam Launches

for Hire at a Reasonable Charge, either for

special Purposes, Excursions or Towing

Hongkong, 13th April, 1882. [234]

Intimations.

C. H. T. N. A. M.

GOLD AND SILVERSMITH.

WATCH MAKER.

E. N. G. R. A. V. E. R.

WATCHES CLEANED AND REPAIRED.

ALL WORK GUARANTEED.

JEWELRY MADE AND REPAIRED.

No. 77, WELLINGTON STREET,

HONGKONG.

Hongkong, 6th April, 1882. [314]

S. Z. H. I. N. G.

TAILOR.

DEALER in all kinds of Drapery, Silk Hand-

kerchiefs, Embroidered Shawls, &c., &c.

HAT AND CAP MAKER.

Ladies material made up, and a perfect Fit Guar-

anteed at Moderate Charges.

MATTING AND MANILA CIGARS,

FOR SALE.

No. 76, WELLINGTON STREET,

HONGKONG.

Hongkong, 12th April, 1882. [328]

NOTICE.

THE Undersigned has all kinds of House and

Ship COAL for Sale in large or small

quantities at Moderate Prices. Strong and Com-

modious small steamers on hire for towing pur-

poses, Excursions, &c., &c., CHEAPER than any

other House in the Trade.

Apply to

HING LEE,

37, Tung Man Lane.

Hongkong, 12th April, 1882. [227]

HONGKONG RACES, 1882.

NOW READY, PRICE 25c.

A COMPLETE REPORT OF THE HONG-

KONG RACE MEETING

OF 1882.

IN PAMPHLET FORM, REPRINTED FROM

THE "HONGKONG TELEGRAPH"

As only a limited number will be printed, orders

should be sent without delay to the

"HONGKONG TELEGRAPH" OFFICE

No. 6, Peddar's Hill.

Hongkong, 4th March, 1882.

A. H. O. Y.

HOY LEE.

MERCHANT TAILOR, HAT, & CAP MAKER.

HAS for Sale, every description of Gentle-

men's Scarves, Collars, Ties, Socks, Hats,

&c., &c. Dealer in Chinese Silks of all kinds.

Bamboo Blinds, Matting of all kinds.

China Teapots in bamboo covers, Rattan Chairs,

Silk Gowns a Specialty, a perfect fit and best

material guaranteed.

No. 112, QUEEN'S ROAD CENTRAL.

Hongkong, 16th May, 1882. [317]

L. I. N. G. S. H. I. N. G.

BOOT AND SHOE MAKER.

No. 5, WELLINGTON STREET, HONGKONG.

THE CHEAPEST SHOP IN THE TRADE

Materials and Workmanship Guaranteed.

Special experience in making Gentlemen's

RIDING BOOTS.

Hongkong, 4th April, 1882. [307]

Y. H. U. Q. A.

SHIP, PORTRAIT, AND MINIATURE

PAINTER.

LANDSCAPES IN OIL AND WATER COLORS.

All Work Executed by First-Class Artists.

IVORY MINIATURES A SPECIALITY.

SATISFACTION GUARANTEED.

No. 52, C, QUEEN'S ROAD CENTRAL, UPSTAIRS.

HONGKONG.

Hongkong, 4th April, 1882. [211]

"S. A. M. H. I. N. G. (STULTZ).

MERCHANT TAILOR AND OUTFITTER,

HAT AND CAP MAKER.

IMPORTER of every description of Gentle-

men's Scarves, Collars, Ties, Socks, Um-

brellas, Hats, &c., &c. Dealer in Chinese Silks

of all kinds; Bamboo Blinds and Matting.

Special attention given to the Tailoring Depart-

ment. A perfect fit and best workmanship guar-

anteed. Cretonnes and Chintzes for Dresses in

all the newest patterns.

No. 49 and 51, QUEEN'S ROAD CENTRAL.

Hongkong, 1st May, 1882. [302]

S. U. N. S. H. I. N. G.

DEALER IN SILKS.

CANTON and Shanghai Gauzes, Crapes, Shawls,

Lacquered and Ivory Wares, Curios, &c., &c.

The best house in the trade for high-

Curios. GOLD and SILVER JEWELRY

of most artistic designs, Engraver on Stamps,

Stamps, &c., &c. The public and Travellers are

invited to inspect the show rooms.

No. 62, QUEEN'S ROAD CENTRAL,

HONGKONG.

Hongkong, 1st May, 1882. [298]

W. I. N. G. T. Y. L. O. O. N. G.

HAS FOR SALE.

PRIME Mess Pork and Beef, 200 lbs. in Barrel.

Boiled and Roast Beef and Mutton, Soup

and Bouilli, American Hams, Bacon, Codfish,

Cracked Wheat, Hominy, fresh white and red

Beans, Assorted Fruits and Soups, Ham Sau-

ages, Salmon Belles, Mackerel, Sheep Tongues,

Choice Tripe, Caviar, Clam Chowder, Lobsters,

Oysters, Corn Meal, and every description of

Oilmen's stores at moderate prices.

No. 39, HING LOONG STREET.

Hongkong, 1st May, 1882. [299]

W. A. H. L. O. O. N. G.

ESTABLISHED 1865.

GOLD AND SILVER SMITH AND

JEWELLER.

DEALER IN

PONGEE Silk Dresses, Crapes, Shawls, Gauzes,

Ivory, and Lacquered Ware, Matting, &c., &c.

Porcelain, Fans, Curios, Bricols,

Human Hair, and specially selected Feathers

always on hand at Moderate Prices, quality

guaranteed.

No. 60, QUEEN'S ROAD CENTRAL,

HONGKONG.

Hongkong, and June, 1882. [399]

NOTICE.

BOOKBINDING AND RULING IN ALL ITS

BRANCHES EXECUTED AT VERY LOW

RATES AT THE

"HONGKONG TELEGRAPH" OFFICE.

Account Books ruled to any pattern.

Music bound in Elegant Style with Best

Materials.

"THE TELEGRAPH" OFFICE, HONGKONG.

THE D. D. R. steamer *Ballard*, from Ham-

burg, left Singapore on the 13th instant, and

may be expected here on or about the 19th.

The O. S. S. Co.'s steamer *Tiber*, from Liver-

pool, left Singapore on the afternoon of the 18th

instant, and is due here on the 24th.

THE AMERICAN MAIL.

The O. & O. S. S. Co.'s steamer *Oceanic*, with

the succeeding American mail, left San Fran-

cisco on the 21st August, and is due here on or

about the 30th instant.

STEAMERS EXPECTED.

The D. D. R. steamer *Ballard*, from Ham-

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cisco on the 21st August, and is due here on or

about the 30th instant.

STEAMERS EXPECTED.

The D. D. R. steamer *Ballard*, from Ham-

burg, left Singapore on the 13th instant, and

may be expected here on

The Hongkong Telegraph.

No. 204.

TUESDAY, SEPTEMBER 19, 1882.

FIVE DOLLARS
PER QUARTER.

For Sale.

LANE, CRAWFORD & CO.

NEWS AGENCY
DEPARTMENT.

THE NEW LIST FOR
NEWSPAPERS AND
PERIODICALS FOR 1883,
IS NOW READY AND
WILL BE SENT ON
APPLICATION.

SUTTON'S VEGETABLE &
FLOWER SEEDS.

JUST RECEIVED.
PLEASE APPLY FOR
CATALOGUE OF
THIS SEASON'S
VARIETY.

PARCEL EXPRESS
AGENCY.

IN CONNECTION WITH
WHEATLEY & Co., LONDON,
PACKAGES FORWARDED TO
LONDON BY EACH P. & O.
MAIL AND DELIVERED
TO ANY ADDRESS IN THE
UNITED KINGDOM.
LANE, CRAWFORD & Co.
Hongkong, 28th August, 1882. [296]

Insurances.

YANGTSE INSURANCE
ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 290,553.95

TOTAL CAPITAL and
ACCUMULATIONS, 8th
May, 1882.....Tls. 940,553.95

DIRECTORS.
H. DE C. FORBES, Esq., Chairman.
J. H. PINCKVOSS, Esq., Wm. MEYERINK, Esq.,
A. J. M. INVERARITY, Esq., G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. BARING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICES granted on MARINE RISKS to all
parts of the world.
Subject to a charge of 12 per cent. for interest
on Shareholders' Capital, all the PROFITS of the
UNDERWRITING BUSINESS are annually dis-
tributed among all Contributors of Business (whether
Shareholders or not) in proportion to the
premium paid by them.

RUSSELL & Co.,
Agents.
Hongkong, 13th May, 1882. [53]

THE SOUTH BRITISH FIRE AND
MARINE INSURANCE COMPANY
OF NEW ZEALAND.

CAPITAL, £1,000,000 (One Million Sterling).

UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned, having been appointed
Agents for the above Company, are prepared to
ACCEPT FIRE AND MARINE RISKS at Current
Rates, allowing usual discounts.

GEO. R. STEVENS & Co.
Hongkong, 14th March, 1882. [164]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED).

CAPITAL TAELS 600,000, EQUAL \$833,333.33.
RESERVE FUND.....\$70,858.27.

BOARD OF DIRECTORS.
LEE SING, Esq., LEE YAT LAU, Esq.,
LO YEOK MOON, Esq., CHU CHIK NUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at
CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 1st September, 1882. [601]

THE CITY OF LONDON FIRE INSURANCE
COMPANY, LIMITED.

CAPITAL £2,000,000; PAID-UP.....£200,000.
PAID UP RESERVE FUND.....£50,000.

The Undersigned, having been appointed
Agents for the above Company, are prepared to
ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.
Hongkong, 14th March, 1882. [165]

THE UNDERWRITERS.

ARNHOLD, KARBURG & CO.

RECORD OF AMERICAN AND FOREIGN
SHIPPING.

ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1881. [457]

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c.—Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN
Secretary,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 1st February, 1882. [61]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction,
TO-MORROW,
the 20th day of September, 1882, at THREE P.M.,
on the Premises—

ALL that PIECE or PARCEL of GROUND
Registered in the Land Office as SUB-
SECTION No. 3 of SECTION A of
MARINE LOT No. 97, measuring North
and South sides 64 feet, East and West
sides 50 feet. Together with the 4 HOUSES
in Queen's Road West, Nos. 309, 311, 313,
and 315. Yearly, Crown Rent £7.5.1.

Particulars apply to
J. M. GUEDES,
Auctioneer.
Hongkong, 13th September, 1882. [624]

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction, on
SATURDAY,
the 23rd day of September, 1882, at THREE P.M.,
on the Premises—

ALL that PIECE or PARCEL of GROUND
Registered in the Land Office as INLAND
LOT No. 90, measuring North 80 feet, South
88 feet, East 167 feet, or total 14,720
square feet. Yearly Crown Rent £36.7.7.
For 999 years from the 28th August, 1844.
Together with the 25 Newly Built HOUSES
erected thereon in Gough Street, Nos. 24
to 34, Nge-On Lane, Nos. 1 to 13, and
Hollywood Road, Nos. 29, 29A to E, will be
Sold in Separate Lots as per Plan.

For Further Particulars and Conditions of Sale,
apply to
J. M. GUEDES,
Auctioneer.
Hongkong, 18th September, 1882. [635]

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auc-
tion, on
SATURDAY,
the 30th September, 1882, at THREE P.M., on
the Premises—

ALL that PIECE or PARCEL of GROUND
Registered in the Land Office as INLAND
LOT No. 282A, measuring on the North and
South sides 35 feet, on the East and West
sides 88 feet or 3,080 square feet. Yearly
Crown Rent £8.7.7 for 999 years from 5th
December, 1854. Together with the 6
HOUSES Nos. 121, 123, 125, 127, 129, and
131, Hollywood Road.

For Further Particulars and Conditions of
Sale, apply to
J. M. GUEDES,
Auctioneer.
Hongkong, 18th September, 1882. [636]

To be Let.

TO LET.

NO. 4, OLD BAILEY STREET.
No. 9, SEYMOUR TERRACE.
Nos. 2 and 4, PEDDAR'S HILL.
No. 6, QUEEN'S ROAD CENTRAL, lately
occupied by PACIFIC MAIL STEAMSHIP
COMPANY.

Apply to
DAY & ASSOCIATES, Sons & Co.
Hongkong, 24th July, 1882. [74]

TO BE LET.

(WITH POSSESSION ON 1ST OF OCTOBER NEXT.)

THAT LARGE AND COMMODIOUS
HOUSE, No. 14, Arbuthnot Road, at
present in the occupation of Dr. FISHER.

Apply to
J. A. DE CARVALHO.
Hongkong, 31st August, 1882. [596]

STORAGE.

THE Undersigned are prepared to take Goods
on STORAGE at their GODOWNS. En-
trance from Praya and Queen's Road Central.

TERMS MODERATE.

Apply to
ROSE & Co.,
31 and 33, Queen's Road.
Hongkong, 30th June, 1882. [266]

For Sale.

A THURSTON'S ENGLISH BILLIARD
TABLE (full size) with CUES, RACKS,
PYRAMID BALLS, and COMPLETE FITTINGS. A
Reasonable Price will be taken.

Apply for Particulars to
A. B. C.,
Office of Hongkong Telegraph.
Hongkong, 18th September, 1882. [637]

FOR SALE.

ON BOARD of the British Steamer
"CAIRNSMUIR,"
FOR ACCOUNT OF WHOM IT MAY CONCERN.
6 VENTILATORS.
2 STEAM BOILERS for Cooking, with House
and Pipe.

2 COOK HOUSES with Boilers.
1 COOK HOUSE.
2 WATER CLOSETS.
4 BOOBY HATCHES.
2 DECK HOUSES.

10 CASKS BEEF and PORK.
27 WATER CASKS.
7 HOLD LADDERS.
24 BASKETS.

A Quantity of WOOD comprising Lower Deck
and Bunks and Fittings of Two Decks.
3 Small BOOBY HATCHES.

Apply ON BOARD.
Hongkong, 12th September, 1882. [622]

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.
QUARTS.....\$25 per Case.
PINTS.....\$25 per Case.

Apply to
MELCHERS & Co.,
Hongkong, 2nd March, 1882. [132]

Intimations.

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.

ON AND AFTER
MONDAY
SEPTEMBER 19TH, 1882.

WE SHALL HOLD OUR HALF-YEARLY CLEARANCE SALE
OF
SURPLUS SUMMER STOCK OF DRESSES, SILKS, REMNANTS,
&c., &c., &c.

IN ADDITION WE SHALL
ALSO

SHOW SOME VERY CHEAP LINES IN AUTUMN
DRESS MATERIALS, SHETLAND WOOL SHAWLS, LADIES' BOOTS AND SHOES,
&c., &c., &c.

IMPORTED EX RECENT ARRIVALS.

A LIBERAL CASH DISCOUNT.

SAYLE & CO.

VICTORIA EXCHANGE, HONGKONG.
Hongkong, 2nd September, 1882. [79]

For Sale.

KELLY & WALSH'S
SECOND LIST OF STANDARD WORKS
AND POPULAR NOVELS

AT
TWENTY-FIVE
CENTS EACH.

The Rule of the Monk.....General Garibaldi.

Hero Worship.....Thomas Carlyle.

John Inglesant (the Novel which has produced so
great a sensation in England).....

The Innocents Abroad.....Mark Twain.

Pickwick Papers.....Charles Dickens.

Henry Esmond.....W. M. Thackeray.

Crucifixion.....Mrs. E. Lynn Linton.

My Love.....Miss Lever.

Afloat and Ashore.....Feminine Cooper.

Daniel Deronda.....George Eliot.

Macleod of Dare.....Wm. Black.

Robert Falconer.....Geo. MacDonald.

On Horseback through Asia Minor.....Capt. Burnaby.

Jack Hinton.....Charles Lever.

Felix Holt.....George Eliot.

Miss Mackenzie.....Anthony Trollope.

The Scam Side.....Besant and Rice.

Iris.....Mrs. Randolph.

Spinosa.....Berthold Auerbach.

Braveheart.....Chas. Lever.

Orlando.....Chas. Lever.

Strathmore.....Ouida.

Held in Bondage.....Ouida.

Folle Farine.....Ouida.

Barbara's History.....Amelia B. Edwards.

Harold Tracy.....J. F. Smith.

The Froes.....Mrs. Alexander.

The Emperor.....George Ebers.

My Marriage.....Geo. MacDonald.

The Vicar's Daughter.....Geo. MacDonald.

Wild and Wifely.....L. R. Comford.

Could Aught Aton.....Jane Yon.

The Scottish Chiefs.....Robt. Buchanan.

The Martyrdom of Madeline.....Anthony Trollope.

The Duke's Children.....Anthony Trollope.

Sweet Nineteen.....F. W. Robinson.

On the Heights.....Berthold Auerbach.

Castle and Town.....Francis Mary Peard.

Stern Necessity.....F. W. Robinson.

Cradock Nowell, (2 parts).....R. D. Blackmore.

Dorothy's Venture.....Mary Cecil Hay.

A Harvest of Wild Oats.....Florence Marryat.

No Man's Friend.....F. W. Robinson.

Paul Faber, Surgeon.....Geo. MacDonald.

Alice Bridgford of Norfolk.....Andrew Reed.

Noah's Oblige.....Mrs. J. K. Spender.

Till Death us do Part.....Helen Mathers.

My Lady Green Sleeves.....Helen Mathers.

The Woeing O'T.....Mrs. Alexander.

Life and Adventures of Davy Crockett.....

The Beautiful Miss Barrington.....Holme Lee.

Hard Cash.....Charles Reade.

Joseph's Coat.....D. Christie Murray.

Jack Doyle's Daughter.....R. E. Francillon.

Reputed at Leisure.....F. W. Robinson.

Devoted to History.....Miss Yonge.

Marion Faber.....Anthony Trollope.

Richelieu.....G. P. R. James.

Archie Lovell.....Mrs. Edwards.

The Honorable Miss Ferrard.....May Laffan.

The Caxtons.....Bulwer Lytton.

The White Fields of France.....Dr. Bonar.

Glencairn.....Lady Duffus Hardy.

A Brave Lady.....Miss Mulock.

Thrown Together.....Florence Montgomery.

Her Face was her Fortune.....F. W. Robinson.

The Robbery of the Orphan.....F. Du Bois.

The Brice of Yarrow.....Chas. Gibber.

Life of Chas. J. Fox.....O. Travellian, M.P.

Doctor L'Estrange.....Annette Lyster.

The Bubble-Reputation.....Katherine King.

Extracts from Journals and Letters of Caroline Fox.

The Conquest of Cain.....Mrs. Cashel Hoey.

Sir Christopher Wren.....Lucy Phillimore.

Rescued.....Mrs. Randolph.

The Sherlocks.....John Saunders.

One May Day.....Miss Grant.

Life of Chas. James Matthews.....V. W. Johnson.

Memories of Prince Metemich, (4 parts) 1872-1881.

The Making of England.....H. G. Green.

KELLY & WALSH—HONGKONG.

Hongkong, 11th September, 1882. [559]

G. FALCONER & CO.

WATCH AND CHRONOMETER
MANUFACTURERS

AND
JEWELLERS.

NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.

No. 46, QUEEN'S ROAD CENTRAL. [434]

A FONG.

PHOTOGRAPHER.

HAS
A LARGER COLLECTION OF VIEWS
THAN ANY OTHER IN CHINA.

MINIATURES PAINTED ON IVORY
FROM.....\$7.00.

OIL PAINTINGS ON CANVAS
FROM.....\$5.00.

Cartes de Visite, Cabinet, and all other Styles
of Portraits at equally moderate prices
executed under the supervision and
management of
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Amoy, 22nd August, 1882. [527]

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No. 6, PEDDAR'S HILL, HONGKONG.

Hongkong, 4th February, 1882. [88]

HAIR DRESSING SALOON

HONGKONG HOTEL.

W. P. MOORE begs to inform the Gentle-
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has reduced the price of Hair-Cutting to 50 cents.

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HONGKONG DISPENSARY,

HONGKONG.

ESTABLISHED 1841. [43]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 19, 1882.

UNDER the heading, "General Unreliability," the San Francisco Bulletin writes as follows:—Many of the deliberate misstatements circulated by the hired apologists of the new slavery are meeting with speedy refutation. The open letter of Commodore SHUFFELDT to Minister SARGENT, published in the Bulletin some time ago, was a valuable contribution to the literature of the Chinese question. It gave expression to the views of an officer of high rank in our navy who, from the fact that he was attached temporarily to our legation at Peking, had exceptional opportunities for forming sound opinions, upon the impolicy of encouraging Chinaman immigration. It was laid before the public just at the height of the discussion of the Chinese problem, and must have exercised a powerful effect upon all men capable of forming judgments of their own. It was necessary, therefore, for the Chinese falsehood factories to turn out some work at once for the purpose of breaking down the officer who had placed such a heavy obstacle in the way of the consummation of their schemes.

It was given out that the letter in question was read to Li HUNG CHANG, the Viceroy and Governor of Chihli, who is the most powerful man in the Empire, and that he had expressed great indignation at an officer who had received so many courtesies at the hands of the Chinese Government should write so free a criticism. To the person capable of reading between the lines, it was evident that there was nothing here but a very clumsy attempt to translate a well known peculiarity into Chinese. It is the notion in some quarters that the foreigner visiting a country who receives any hospitality, private or public, forfeits by acceptance the right to see things with his own eyes. The proposition is that the man who accepts a dinner or favor in a foreign land, sells himself, body and soul. But Commodore SHUFFELDT is now on the ground. In an interview published in a contemporary on Sunday, he stated that "he had been informed by our Consul-General at Shanghai, in a letter, that the Viceroy, Li HUNG CHANG, has written to him, asking if he thought that he (the Commodore) would return to China for the purpose of carrying out the other project—namely, the reorganization of the Chinese navy, as the Commodore's letter

to A. A. SARGENT had awakened him to the absolute want of war power in China."

But when the story of which the above refutation is now given, was first concocted, it was felt that there was a necessity to be more specific as to the exact part of the Commodore's letter which was causing dissatisfaction in China. It was accordingly alleged that the *corpus delicti*, was a phrase which referred lightly to the morals of the surviving Empress. The notion was at once seized upon that the female ruler of China was a sort of Queen Victoria, who mourned in private over her lost lord and could not be comforted. English experience was at once spread over China, to the effect that the four hundred millions, more or less, resident in the Central Flowery land, were daily edified by the spectacle of that sincere and chaste widowhood. But the ideas to which expression was thus given, would not be understood by the Chinese. Anybody who has taken the trouble to study the manners and customs of that ancient people need not be told that their ideas of morality do not at all square with ours. What we call immorality in a great many cases is no immorality at all there. Women are openly bought and sold. Concubinage is a law of the Empire. The absolute nonsense of much that was asserted in this connection therefore becomes at once apparent. It is not difficult to trace this work to its real source. It was done by the white employees of the Chinese, who know little of their own country and less of China, and who therefore feel no hesitation in applying the rules of civilization to a people who have made no progress in two thousand years, and whose manners, customs, and modes of thought are in no way formed on our models.

But this looseness of statement is not by any means confined to those who are employed by the Chinese in this country to do their work. The same contempt for the truth observable among Chinese offenders in the Police Court is found in the highest Chinese official class. The Chinese Ambassador at Washington did not hesitate to falsify the record of the late negotiations at Peking in relation to the meaning to be attached to the word "laborers" in the treaty, when he thought it would serve his purpose. The President of the United States, having examined the record, gave judgment in that matter against his veracity. The same individual also set going the story that there is a large number of Chinese in Cuba who desire to make a long and expensive detour on their way home through the United States, which enlarged and embellished, has since caught the one or two railroads which it was expected to ensnare. The utter worthlessness of the statement was shown up in this city, as soon as it was made. Unexpected confirmation of what was then advanced was recently furnished by a New York merchant formerly resident in Havana, who stated that forty was the largest number of Chinamen he ever knew to leave that place at one time for their home; that they can reach China by a much cheaper route than that of the United States; that by sailing vessel and steamship the cost would only be \$60 against \$100 overland by way of San Francisco.

These facts are rehearsed for the purpose of showing that on no branch of the so-called Chinese question can reliance be placed on the statements either of the Celestials or their allies and abettors. There is a fabrication mill at work in this city which is perhaps the most active of all which are engaged in the business. There is another in operation in Washington. All exhibit the handwork of veteran lobbyists, but on questions which are evidently beyond their depth. When they talk of other lands they are very apt to show their hands very plainly. But notwithstanding the fusillade of misrepresentation to which he has been subjected, it is gratifying to see that Commodore SHUFFELDT has not modified in the least the opinions to which he gave expression in the letter originally published in the Bulletin. In the interview to which reference has been made he is reported to have said:—"His idea was that the introducing of an alien race into the country upon precisely the same terms and for the same reasons which initiated and brought about the introduction of the negro into America 200 years ago, namely, cheap labor, will eventually produce another servile war of secession. For his own part, he would rather see the same number of negroes brought into the Eastern States on the plea of cheap labor, because then it would at least be the evil of only one inferior race to contend with. He could not consider restricted immigration to be an unfriendly act towards China, because in her treaties with us, the rights and privileges of Americans are restricted to a few open ports, and trade and travel in the interior utterly prohibited, and it might be asked, 'What would China think or say if four or five thousand of the lowest class of Americans were landed every month in any one of her ports, as the Chinese have been landed in San Francisco?'"

TELEGRAMS.

LONDON, 18th September.

THE BRITISH HEAD-QUARTERS AT CAIRO.

The British Head-quarters have been established at Cairo and the base at Alexandria.

REFUSAL OF DAMIETTA TO SURRENDER.

The Garrison of Damietta refuses to surrender.

LOCAL AND GENERAL.

THE China docked at Kowloon, last night; the *Romulus* went on the Patent Slip at Kowloon to day.

AN Emergency Lodge of St. John's, No. 618, will be held at Freemason's Hall, Zetland Street, to-morrow night, the 20th instant, at 8 o'clock for 8.30, precisely.

A CONVOCATION of Emergency of United Royal Arch Chapter No. 1,341, will be held in Freemason's Hall, Zetland Street, on the evening of Thursday, the 21st instant, at 9 o'clock, precisely.

We would remind our readers of the dramatic performance to be given at the Theatre Royal, City Hall, this evening, for the benefit of the "Telegraph Fund" in connection with the recent libel case. The programme, which includes Selby's favorite musical interlude, "The Bonnie Fish Wife," and Charles Dance's famous comedieta, "Delicate Ground," is a very attractive one, and should provide a capital evening's amusement.

The cases at the Police Court this morning were mostly of the usual sort, viz; selling dried fish, ducks, and other choice comestibles outside the markets, with a little variation in the throwing rubbish line, and a few petty larcenies. Ng Chin Sing, a house boy in the employ of Mr. W. L. Gordon, was treated to six weeks' hard labor for appropriating the sum of \$6.10 the property of his master, and being concerned in the disappearance of another \$63, which has not been very clearly traced, the boy and some others, not in custody, being supposed to be the sleight of hand gentry who spirited away the Mexicans.

Says the Nagasaki Express of the 9th inst.—H. B. M.'s gunboat *Kestrel* arrived from the North on Monday afternoon, and the same night the *Zephyr* arrived from Port Hamilton with orders from the Admiral for the *Kestrel* to proceed immediately to Foochow; but owing to one of the crew of the *Kestrel* being missing she did not leave until 7.30 on Tuesday morning. Shortly after leaving she fell in with the *Vigilant* and was ordered to return in company. The *Cleopatra* and *Albatross* also arrived early the same morning. The *Kestrel* left, for the second time, at 9 p.m., bound to Foochow. The *Swift* and *Magpie* arrived on Wednesday. On Thursday the *Cleopatra* took her departure, and was followed by the *Albatross* on Friday, both bound to the north of Korea. The *Vigilant* and *Swift* leave early on Monday next; and in all probability the *Zephyr* and *Magpie* will leave a day or two later. The *Daring* is expected on Wednesday.

AN ingenious lieutenant in a French regiment has just been involved in serious trouble through practicing spiritualism. It transpires that he had with his mistress obtained lodgings in the house of a widow lady who was a profound believer in spiritualism. The pair having once gained admission to the house fell in with the old lady's views and the gentleman became a most energetic convert to spiritualism. The old lady was delighted at having made a convert, and when her pupil had become an adept she began to receive through the latter messages from her deceased husband. In the first place messages merely took the form of endearing words, accompanied by little packets of sweetmeats and bouquets, but after a short time the "late lamented" informed his widow that he had left a few small debts which he wished to pay himself, and that she was to place the money in a box at a certain place. The old lady duly placed the money in the box; and would doubtless have gone on at the same game had not some relatives stepped in, and the result is that one member of the loving pair will languish in goal for the space of "twelve moons."

Tuz Minneapolis *Lumberman* has an article on the gigantic trees of Australia, of which the following is an extract:—"The trackless forests in the west of Tasmania contain huge timber, and bushmen report that they have met with specimens of eucalyptus measuring 200 feet from the ground to the first branch, and fully 350 feet in all. Until 1873 there was standing on the eastern slope of Mount Wellington, within four miles of Hobart Town, a eucalyptus which measured 86 feet in girth and more than 300 feet in height, and its ruined bole still forms a grim chamber in a series of a merry party have enjoyed a picnic. The famous tree of the Huon forest measures 70 feet in girth six feet from the ground, and is stated to be 240 feet high, but in the deep gorges of this grand forest the writer has seen higher trees than this, though not of quite equal circumference. But Victoria also claims the glory of holding the biggest of all the living 'big trees' in the world, so far as height is concerned. In the Dandenong district at Fernshaw has recently been discovered a specimen of eucalyptus amygdalina, or almond-leaved gum, which has been accurately measured as reaching the enormous height of 380 feet before throwing out a single branch, and 430 feet to the top, and having a girth of 60 feet at some distance above the ground. Some idea of what a height of feet represents may be gained from the fact that the gum-tree, if growing by the side of the Houses of Parliament at Westminster, would overlap the Clock Tower by exactly 100 feet."

We observe from our home files that Spain is threatened with agrarian troubles, the Valencian farmers and peasants having formed a league, to hold back their produce, severely punishing those who yield; while the Catalonians refuse to pay the heavy taxes, and the civil guards have had to storm several houses. Dearth prevails in Andalusia, and the Government are obliged to establish relief works.

It is reported that native art in Japan has been so influenced of late by European models that the Government are alarmed lest the distinctive character of their national paintings should be lost altogether. Accordingly a competitive exhibition of native pictures is to be held at Tokio, under State control, where no works in the European style will be admitted. Foreign influence, too, has even extended to shipbuilding, and the picturesque old junk will soon be a thing of the past, only to be seen in paintings.

The *Lancet* calls attention to the fact that human hair has been so seriously ill-treated abroad by fashion that its vitality is quite generally impaired. This has resulted in short hair being frequently worn, and has greatly increased the demand for false hair. It appears, however, that Europe has but little human hair to sell. The actual false hair for the European market is, therefore, largely imported from Asia Minor, India, China and Japan. This brings with it a new difficulty. This hair is all black, and necessitates chemical treatment in order to prepare it for dyes to match the brown and lighter hair tints common in Europe. Nitric acid has been used for this purpose.We (Shanghai *Courier*) notice that according to the report of Mr. J. Lloyd E. Palm, Acting Commissioner of Customs, on the trade of Wuhu for 1881, that, during the year, coal from the Ch'ih-chow-fu coal-mines only attained to 1,580 tons, being 570 tons more than were exported during the previous year. Hitherto the mines do not appear to have been a success; and the poor quality of the coal, the want of proper plant for working, and the difficulty of transport (at certain seasons of the year) from the pits to the export vessels at the mouth of the creek at Lieup'ochi, make it doubtful whether this trade will ever be a large one. A few specimens of lead and copper ore have been discovered in the mines, but it is not thought that these metals abound in sufficient quantities to justify the expense of working.No great musical composer, says the New York *Tribune*, has ever enjoyed such princely favours of fortune as the author of *Parisian* and the *Nightingale*. Great painters have been pelted by the rich and powerful; great singers have seen cities and kings at their feet; but until Wagner came the writers of the greatest music have had but a scanty share of the world's countenance. Handel wasted years in empty theatrical enterprises; Mozart's life was crowded with troubles and affronts; Beethoven's genius was unrecognized until long after his death. But Wagner soon passed through the brief misfortunes of his turbulent youth, and compelled the homage of all the chief capitals of the world. Probably there never was an artist of genius who had such a faculty of making enemies and yet surrounded himself with such enthusiastic disciples; who exacted so much from mankind and lived to see his most extravagant requisitions honored. It is true that he has had a munificent patron in the person of one royal fanatic; but the means for carrying out the Bayreuth enterprise have not been drawn entirely from the Bavarian treasury; they have been contributed by art lovers all over the world. And there can be no stronger testimony of the popular acceptance of Wagner's music than the willingness of mankind to build a costly theatre exclusively for its performance, and to make long, troublesome and costly journeys to hear it, at an immense price, under the most favorable conditions.According to the Paris *Nationale*, M. Savorgnan de Brazza, who lately recounted his travels before an enthusiastic audience, has not only added to our stock of geographical knowledge, but has labored to extend French influence and to open new channels to French commerce. He carried with him the tricolor flag, and erected it on his passage in regions where no European had penetrated before him. In equatorial Africa, where Livingstone, Stanley, Schweinfurth distinguished themselves, France possesses at Gaboon a small colony, but an excellent *tete-de-ligne*. Central Africa has been compared to a savory fruit with a thorny shell. The coasts are inhospitable and unhealthy and repel Europeans, while the interior attracts him, as containing fertile territory, intelligent and mild-natured inhabitants, rivers admirably suited for trading and great natural wealth. From the Gaboon started Compiegne, the daring pioneer, who escaped the perils of war, fever and cannibals, to perish in a duel. From the Gaboon Savorgnan de Brazza entered the "Black Continent." After having ascended the French stream, the Ogooni, he discovered a navigable affluent of the Togo, and traced out a route toward the fertile country traversed by the upper portion of the Togo. The discovery is rendered still more precious by the fact that the Togo, presenting a series of cataracts not very far from its mouth, cannot itself be made available as a trading highway. M. de Brazza did not content himself with finding out a road, but inaugurated it by founding French stations. We have always been more successful than the Anglo-Saxons in dealing with uncivilized tribes, gaining the friendship of the natives, and even attaching to us the most ferocious savages. The history of Canada and French India throws this side of our character clearly into light—our adventures and travelers have always been our best diplomats. De Brazza's equally peaceful and perilous campaign in Togo basin may thus be fruitful in results, if our Government and traders know how to turn it to account. This young naval officer has not only contributed to do honour to France, but he will also have served to render her stronger and wealthier; provided we do not once more prove the correctness of the assertion that the French are better fitted for beginning than ending.

Tuz visitors to the City Hall Museum for the week ended 17th September, were:—European, 138; Chinese, 2,414; total, 2,552.

FROM private information, dated Tanaga-sima, 24th ult, we (Nagasaki *Express*) regret to learn that the Mitsui Bishi Co.'s bark *Kinkaku Maru*, Capt. F. Macfarlane, has become a total wreck. Respecting the circumstances attending her loss, the following particulars will be of general interest: She left here on the 15th ult, with a cargo of Takasima coals, bound to Yokohama, and several days afterwards experienced a severe typhoon, which abated somewhat during the night of the 20th. About 2 a.m. on the morning of the 21st,—at which time we presume she was hoisted, as it was foggy and still blowing hard,—the fog lifted for a moment, and land was faintly seen to leeward. Sail was immediately made, but there was too much sea. She missed stays, and an endeavour was made to wear her, but failed, and three quarters of an hour after land was sighted she struck on what proved to be the N.W. side of Tanaga-sima. Fifteen minutes after she stranded, she heeled over on her port beam, when it was evident nothing could be done until daylight. At first gleam of light, two of the crew swam ashore with a rope, but as it got foul of the rocks they had to let go. They however procured the assistance of the natives of the island, and all on board were safely landed, except one of the quarter-masters, who had been washed down the main hatch. No clothing or effects were saved beyond the meagre apparel worn at the time the catastrophe occurred. The same day the ship broke in two, just forward of the poop. As usual under similar circumstances, the natives behaved extremely kind to the unfortunate mariners.In describing the appearance of the counsel in the Star route cases, now on trial in Washington, the correspondent of the *Courier-Journal* says of the Attorney-General:—"But the head and front of the trial, and the queerest, oddest, most indescribable individual you will meet with in a year's trial is Benjamin G. Brewster, the brusque and burned Attorney-General. His whole face from his eyes down is a cicatrix. He was horribly burned when a five-year-old child in attempting to rescue a little sister from the flames, and he is hideously ugly as any 'false face' or caricature you ever rested your eyes upon. He is the observed of all observers. His costume contributes to the curiousness of the character before you. He appears in Court dressed in patent leather pumps, with white gaiter tops and straps, lavender pants, a double-breasted buff vest, a turtle-green cutaway coat, a blue, white-dotted silk scarf, diamond pin and tall, pointed collar, the ends of which project out and upward like sleigh-runners. Instead of cuffs he wears lace ruffles about his soft, small white hands. Each hand supports handsome rings, a heavy gold watch chain sweeps around in a crescent across his waistcoat front, and he dries his weeping eyes with a snow-white lace kerchief. His tall, old-fashioned, yellowish beaver hat has fur on it longer than that of a maitre d' cat. He drives around in a white and yellow coach, emblazoned with his coat-of-arms. These and a bunch of other eccentricities and idiosyncrasies make up one of the ablest lawyers in the land and the Attorney-General of the United States. He is of good height, with a well-proportioned and phenologically-rounded head. His arguments are as clean cut and trenchant as the circle of a Damascus blade in a giant's hand. His language is chaste and clear, and cuts to the marrow. His 'insulting' ugliness reminds me of a speech Tom Marshall made, when under the influence of liquor, to a man whose wife he disliked. Said the Woodford orator: 'Bill, your wife is a d—d ugly woman.' 'Well,' replied Bill fuming up, 'that is her privilege.' 'Yes,' said, however, to be a charming man in conversation and in the social circle."WHILE American manners are doubtless susceptible of much improvement, they are not, says the St. Louis *Republican*, nearly so black as they are frequently painted by foreign fools and native snobs. If by good manners are meant "the small, sweet courtesies of life," then ours will bear comparison with the foreign article. An American may not bow as gracefully as a Frenchman, but he will sacrifice quite as much personal convenience and comfort for a stranger as the Frenchman—perhaps more. An American may not be as elegant at a dinner party as an Englishman, but he will not ride half a day in a railway car without speaking to the fellow-passenger at his elbow, as the Englishman will. A lady—whether young or old, pretty or plain—may travel from Boston to San Francisco without an escort, and receive all the needed attentions from men whom she never saw before and will never see again. Would the same lady be equally fortunate in a trip from London to Paris, or Paris to Rome? In our street cars a laboring man, wearied out with the day's toil, will give his seat to any woman who enters. How many European gentlemen would do as much? There is more chivalric respect shown to women in America than anywhere else on earth, and such respect is inconsistent with intense "vulgarity of manners." In drawing room accomplishments and the graces of the dancing master, and in those indescribable products of high breeding found in the circles of hereditary aristocracy, America must now—and always, perhaps—yield the palm to Europe; but in genuine courtesy, unaffected and unselfish politeness, disposition to accommodate, readiness to go out of one's way to help others—Europe has much to learn from America. Our manners are "in the rough" and need polishing; but the material of which they are made is gold, not pitchbeck. Vulgar manners are bad, but artificial worse. Let us hope and believe that by diligent minding of our own business, and making the best of ourselves without servile copying of European models, we shall some day reach a point of education, manners, and morals which will meet the demands of the most fastidious taste, foreign or domestic.

STRANDING OF THE S. S. "YORKSHIRE."

We are sorry to have to record the loss of another fine steamer on the coast. To-day, the 15th inst., a telegram was received to the effect that the s.s. *Yorkshire* was aground about forty miles this side of Amoy, and that there was little chance of saving the vessel or her cargo. The *Yorkshire* was a steamer of 1,471 tons, commanded by Captain Lyon, belonging to the Union Association. She left here on the 6th instant bound for New York, via Amoy, with a general cargo consisting chiefly of 5,240-72 piculs of tea, 540 piculs of strawbraid, and 43,200 straw hats. Messrs. Russell & Co. were her agents at this port.Since the above was in type the following telegram has been received:—*Yorkshire* is aground Hooslow Bay. Dodd Island heads south little east, five miles. Weather continuing fine. In all probability will be saved.—*Mercury*.

TRIAL TRIP OF THE "THAI-PING."

(BY OUR MARINE SPECIAL.)

We have returned, that is the *White Cloud* and self. There was no one else of consequence. I must confess that I feel myself deeply injured and grossly maligned by the paragraph in yesterday's issue of the *Telegraph*. What has your "Special Marine" done to be compared with that arrant humbug the "Pantherist"? Save the mark! Pantherist! Why he doesn't know a "painter" from a China "Whanky." But, to business. My reason for remaining in the Holy City was not, as you basely insinuate, owing to too much German beer, but simply because I had an idea that I could make what Sir John Smale used to call "a pile" at fanny, if I could only stay long enough; and so spreading out the few "spendulicks" you advanced, (some of them by the way were bad, and all chopped) I tackled Sam but four couldn't see it, (is that a pun?) and won every time—that is number four turned up trump 'ard every turn and in a short time I parted with the last Mexican. Like all reckless fan-tan devotees I then staked my watch and chain (cost new \$10) for a fever on the four. Three won and the man at the end of the table told me to get. I accordingly got Hing-kee, like the good fellow he is, took me in, and showed quite a brotherly love for me, on the strength of which I asked for the loan of \$10, and gradually reduced it to "only one," but not a single cent would he ante up. He advised me, however, to send to you, and told me he would keep me in the meantime; but no liquor allowed. Your remittance arrived safely this morning, and didn't I just! The day boy thought you were a "Special Marine" intended taking quantity sufficient to float him back to Peddar's Hill. After all this explanation if you do not render an ample apology I'll go and take oath with "Pantherist" who I see is dunning you for his little bill and well-will just wait and see. However, to come to the important duty that led my guileless steps from Hongkong.The "Thai Ping" under command of Captain Stopan of the *Panama* left Hongkong about 15 and those who saw her steam through the harbor confessed she looked as if "pretty as a picture" and "walked the waves like a thing of life." Leaving Green Island light at 9.30 we reached Chung-chow at 10.10. By the time we reached half way point the engines began to warm to their work and bowed her along in splendid style enabling us to reach Macao in three hours or just a trifle over 12 knots an hour. After a stay of close upon two hours she started on the home trip leaving me behind, as above related. The following is from my acting, deputy Marine Special:—"On the homeward journey the *Thai Ping* passed Macao light house at 2 p.m. when the vessel was served Champagne and German beer dished freely and so did speeches, toasts—and salamanders. The last is a good idea for those who don't like to make two bites at a cherry, or two sips of a tumbler of beer. However, it is dangerous, especially to the glass ware, when the tumblers are brought down with a thump and a good old fashioned German *hoch*. Of course the usual compliments were passed to the gentlemen especially interested in the new steamer, and everything passed off in the most satisfactory manner. Captain Cooke, the Acting Secretary of the Dock Company, was toasted right royally as were the owners of the *Thai Ping*, and Mr. Smith, the gentleman who will have charge of the Engine department during her trip to the Straits. We reached Green Island at 3.55, and were fast to the buoy at 6.10.The *Thai Ping*, as you are aware, is a paddle steamer, built specially to the order of a firm of Penang merchants and she is intended to run between Penang and Laroot. She is a composite vessel, with iron frame, and a hull of iron, the topdecks above the water line being of iron. Her length is 165 feet over all; 224 feet across the beam; 10 feet moulded depth, and is supposed, with 257 tons displacement, to have a draft of five feet. A comfortable saloon for passengers has been placed aft, and an awning deck extends over the entire length of the main deck. The hull of the steamer has been well put together, and a more finished craft could not have been sent out of a first class home yard.

The engines are diagonal compound surface condensing, diameter of high pressure cylinder, 24 inches; low pressure 48; and length of stroke 5 feet. They are of the most approved modern type, and fitted with variable expansion valves. The circulating pump is driven by an independent engine. The paddle wheels are of the common radial type and are 20 feet in diameter. Steam is supplied by two boilers, each 8 feet 6 inches diameter and 10 feet long, with two furnaces to each and a steam receiver placed above between the two as to form a superheater. The boilers have been tested to a working pressure of 200 lbs. per square inch, the ordinary working pressure being 100 lbs.

During the trial the engines worked smoothly and without the slightest hitch, the boilers keeping an ample supply of steam without any forcing. The mean pressure of steam was 100 lbs.; vacuum 24 inches, and revolutions 26. These results were very satisfactory and gave great pleasure to all concerned. I may mention that these engines, which are the largest ever made in this Colony, were constructed entirely at Kowloon Docks under the expert and planned direction of Mr. J. Croker, the Dock Company's Chief Engineer. I may also state that in addition to the propelling machinery, there are two steam winches for cargo, and also a capstan driven by steam for working the anchors. The contract speed of the *Thai Ping* was 12 knots; and this she had no difficulty in reaching. In my opinion this steamer reflects a great deal of credit on our local enterprise.

THAMES STREET INDUSTRIES, by Percy Russell. This Illustrated Pamphlet on "Thames Industries" published at 6d. may be had gratis from any Chemist or dealer in stationery. Write to Mr. JOHN COLEMAN & Co., London. (Advt.)

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

The following circular, which, we understand, was issued simultaneously to the shareholders of the Corporation in Hongkong and Shanghai on the evening of the 13th instant, is published in the Shanghai newspapers:—

To the Shareholders of the HONGKONG AND SHANGHAI BANKING CORPORATION.

GENTLEMEN.—After long and careful consideration your Directors have decided that it is desirable to increase the Capital of the Corporation to 74 millions of Dollars, in terms of Section No. 5 of the Ordinance under which the Bank has been incorporated, and the sanction of His Excellency the Governor of this Colony has been obtained for so doing.

An Extraordinary Meeting of Shareholders will be called for the 30th December next, to discuss the matter, and to obtain your sanction to the scheme being carried out.

Appended is a statement showing the percentage which the Bank's own resources (that is Capital and Reserve Fund) have borne to the funds of the public committed to its keeping from the formation of the Bank to the present time, and it is evident from the figures thus submitted indicating the steady progress of the Bank, and its increasing liabilities to the public, that the time has arrived for taking the step now proposed.

In view of the rapid augmentation of the business which the Head Office and its various Branches have had to carry out during the last six years, the Directors feel bound to make adequate provision for the future demands upon the resources of the Bank, which cannot fail to arise out of the natural development of the trade of China and Japan, the principal field of its enterprise.

The fact that from the 30th June, 1876, to the 30th of June, 1882, 224 lacs of Dollars have been added to the Reserve Fund after payment of Dividends at an average of 10.186 per cent. per annum as shown in the statement appended, is conclusive to the Directors that the Bank will be able to earn handsome Dividends upon an increased capital of 25 lacs of Dollars.

It is proposed to issue 20,000 new shares at 40 each; the Eastern Shareholders paying for their allotments at the current rate of the day for demand Bills on London, thus placing them in the same position as the Shareholders on the London Register. After crediting Capital Account with \$2,500,000, (being 20,000 Shares of \$125 each) making thereby the total capital up to 74 millions of Dollars, the balance representing the premium obtained on the new Shares will be carried to the credit of the Reserve Fund, which will then amount to above 41 lacs of Dollars; the Capital and Reserve Fund together thus augmented will amount to about \$1,600,000 and will place the Hongkong and Shanghai Banking Corporation in a financial position only attained by a very limited number of Banks in Great Britain.

It is intended to allot the new Shares to the Shareholders on the Register on the 30th December 1882, in the proportion of one new Share to the holder of two old ones. Shareholders holding Shares not a multiple of two will receive a Fractional Certificate in respect of each Share in excess of such multiple and one new Share will be allotted to the holder of two such Fractional Certificates.

Any Shares not taken up will be disposed of by the Directors at their discretion, the amount received in excess of \$125 each to be carried to the Reserve Fund.

It is proposed to make £10 payable on 31st March next, £10 on the 30th June, £10 on the 30th September, and £10 on the 31st December, 1883, the new Shares to rank for Dividend, to the extent paid up, with the old ones.

Interest at the rate of 5 per cent. per annum will be allowed to Shareholders paying their instalments in advance of the above dates, and 7 per cent. per annum will be charged on overdue calls.

For the Hongkong and Shanghai Banking Corporation.

THOMAS JACKSON, Chief Manager.

Hongkong, 13th September, 1882.

SHANGHAI.

The Brazilian Minister, His Excellency E. Callado, arrived here to-day (Sept 13th) from Japan.

The grass course was open this morning, the 14th inst.; but the ponies having all had their gallops yesterday, nothing particular was done this morning. Blackthorn and Twenty per cent. were noted as going remarkably well, the latter with Sweetbriar. We ought to have mentioned First Comet as going well yesterday morning. This pony, the fastest miler ever seen in Shanghai, seems to be quite sound again.

We regret to hear of the resignation of Major Holliday as Commandant of the Volunteer Corps and also as Municipal Councillor. We understand that Adjutant Morrison has also resigned. We suppose the energetic Major is disgusted at the apathy shown by the Volunteers. But we do not know that they have been worse than in previous years; the Volunteers are never in strong force in the wet weather or during the rowing season. We suppose the Major has the record of the roll to go with him, and knows better than we do, but we still doubt the efficiency of our volunteers is much smaller than it used to be. We very much regret that the Volunteer force should lose so energetic an officer, who we really thought was doing the force much good.

Owing to the silting up of the 'Soochow Creek' at its mouth, the Chinese authorities have adopted the cheap plan of deepening it by granting permission to contractors to take away as much of the mud as they can dig out between low water mark and a row of flags on each side of the creek.

The Chinese writer at the Municipal Surveyor's Office was lately accused of squeezing the 75 from a native contractor. At the Mixed Court, this morning, the writer was fined \$1.20.

Captain Dallas, the Senior Captain of the Volunteer Corps, has been appointed to take command of the Corps *pro tem*, pending the decision of the Municipal Council on the resignation of Major Commandant Holliday. It is worthy of mention that thirty-four members of the Corps attended squad drill last evening; a larger number than has for some time put in an appearance at a commanding officer's parade.

The steamship *Yorkshire*, left Shanghai on Sunday last for Amoy and New York with 2,240,72 piculs of Tea and 43,000 straw hats. This morning, her agents, Messrs. Russell & Co. received a telegram reporting the *Yorkshire* as badly aground, 40 miles from Amoy, and that it was feared she would be a total loss. Later on, another telegram was received stating the *Yorkshire* is aground at Hoochow Bay, Dodd Island bearing South a little east, distant 5 miles. If the weather continues fine, in all probability she will be saved.—*Courier*.

PROGRAMME OF THE SHANGHAI AUTUMN MEETING, 1882.

Stewards—G. W. Coutts, Esq.; A. McLeod, Esq.; E. G. Low, Esq.; W. Patterson, Esq.; O. Fock, Esq.; F. H. Bell, Esq.; and H. de C. Forbes, Esq.

FIRST DAY—THURSDAY, NOVEMBER 2ND.

The MALOO PLATE, value, Tls. 100; for China Ponies; weight for inches as per scale; entrance, Tls. 5. Half-a-Mile.

The CRITERION STAKES, a Sweepstakes of Tls. 10 each, with Tls. 150 added; for China Ponies; weight for inches as per scale—Second Pony to save his Stakes. One Mile.

The MAIDEN STAKES, value, Tls. 250; Second Pony, Tls. 50; Last Pony to pay third Pony's entrance; for China Ponies that have never run at any Meeting; weight for inches as per scale; entrance, Tls. 10. Three-Quarters of a Mile.

The CLUB CUP, value, Tls. 150, added to a Sweepstakes of Tls. 5 each; for China Ponies; weight for inches as per scale. Two Miles.

The JOCKEY CUP, value, Tls. 100; for China Ponies that have never won a Race; to be ridden by Jockeys who have never had a winning mount before this Meeting; weight, 11st.; entrance, Tls. 5. One Mile.

The PACODA CUP, value, Tls. 150; for China Ponies, being *bona fide* Griffins at date of entry; weight for inches as per scale; entrance, Tls. 5. One Mile and a Half.

The RACING STAKES, a Sweepstakes of Tls. 10 each; for China Ponies; weight for inches as per scale; Griffins at date of entry allowed 7lbs. One Mile and a Quarter.

The HACK STAKES, value, Tls. 150; for China Ponies (without the restriction to height specified in Bye-Law No. 11) not otherwise entered at this Meeting, and that have never won a Race; weight for inches as per scale; entrance, Tls. 5. Once Round.

SECOND DAY—FRIDAY, NOVEMBER 3RD.

The NORTHERN CUP, value, Tls. 100; for China Ponies; weight for inches as per scale; winner of the Maloo Plate, 10lbs. extra; entrance, Tls. 5. Half-a-Mile.

The SHANGHAI ST. LEGER, a Sweepstakes of Tls. 15 each, with Tls. 100 added; First Pony to receive 75 per cent.; Second Pony to receive 15 per cent.; Third Pony to receive 10 per cent.; for China Ponies that have never been raced previous to the 1st January, 1882; weight, 10st. 7lbs.; winners of one Race 5lbs. extra; two or more Races, 10lbs. extra. One Mile and Three-Quarters.

The WELTER CUP, value, Tls. 100; for China Ponies; winners in 1882, 8lbs. extra; weight, 12st.; entrance, Tls. 5. One Mile.

The SHANGHAI STAKES, a forced entry of Tls. 5 for all Ponies entered at this Meeting except those in the Hack Stakes; First Pony to receive 75 per cent.; Second Pony, 15 per cent.; Third Pony, 10 per cent.; weight for inches as per scale. Once Round.

The LLAMA MIAU STAKES, value, Tls. 100; for China Ponies; weight for inches as per scale; winners of one Race, 7lbs. extra; of two or more Races, 12lbs. extra; entrance, Tls. 5. One Mile.

The MONGOL CUP, value, Tls. 150; for China Ponies, being *bona fide* Griffins at date of entry; weight for inches as per scale; winners of a Race of more than a mile, 7lbs. extra; penalties accumulative; entrance, Tls. 5. One Mile and a Half.

The AUTUMN CUP, value, Tls. 100; for China Ponies; weight for inches as per scale; entrance, Tls. 5. Three-Quarters of a Mile.

The SVCE STAKES, value, Tls. 100, added to a Sweepstakes of Tls. 5 each; for China Ponies; weight for inches as per scale; winners at this Meeting of a Race of One Mile and a Half, 7lbs. extra. Two Miles.

THIRD DAY—SATURDAY, NOVEMBER 4TH.

The GRAND STAND STAKES, a Sweepstakes of Tls. 5 each, with Tls. 100 added; for China Ponies that have never been raced previous to the 1st January, 1882; weight for inches as per scale; winners of a Race of One Mile and a Half or over, 7lbs. extra; two or more such Races, 12lbs. extra. One Mile and a Half.

The FLYAWAY PLATE, value, Tls. 150; for China Ponies; weight for inches as per scale; entrance, Tls. 5. Seven Furlongs.

The COSMOPOLITAN CUP, value, Tls. 200; for China Ponies; weight for inches as per scale; winners at this Meeting of one Race, 7lbs. extra; two Races, 12lbs. extra; three or more Races, 15lbs. extra; entrance, Tls. 10. One Mile and three Quarters.

The MANCHU STAKES, a Sweepstakes of Tls. 5 each, with Tls. 100 added; for China Ponies that have run and not won a Race; First Pony to receive 70 per cent.; Second Pony, 20 per cent.; Third Pony, 10 per cent.; weight for inches as per scale. One Mile and a Quarter.

The CHAU-SHANG-KIUK CUP, value, Tls. 500; presented by the Employers of the C.M.S.N. Co., of Shanghai; for China Ponies that have never run at any Meeting in China or Hongkong previous to date of entry at each Meeting; Ponies, the *bona fide* property of the same owner or owners; weight for inches as per scale; entrance, Tls. 10; to be paid to the Winner until the Cup is finally won, when the Second Pony will receive the entrance fees. One Mile.

The CONSOLATION CUP, value, Tls. 100; for Ponies that have run at this Meeting and not won a Race; weight for inches as per scale; entrance, Tls. 5. Once Round.

The CHAMPION SWEEPSTAKES, a forced entry for Winners; optional for the Winner of the Hack Stakes, or the Consolation Cup, and all other Ponies that have run at this Meeting, not exceeding 14 hands in height; weight for inches as per scale; entrance, Tls. 10; winners of two Races, Tls. 15 extra; of more than two Races, Tls. 40 extra. One Mile and a Quarter.

The GRAND NATIONAL STEEPCHASE, value, Tls. 100, added to a Sweepstakes of Tls. 5 each; for China Ponies; weight for inches as per scale; with 7lbs. added. Twice Round a Course selected by the Stewards.

Entries close at 4 p.m. on Saturday, 30th September. Ponies to be measured on Monday, 2nd October, and Tuesday, 3rd October, between 6.30 a.m. and 8 a.m., at the Grand Stand.

BARNES DALLAS, Clerk of the Course.

TRAINING FOR SHANGHAI RACES.

On Monday and Tuesday mornings there was nothing of the slightest interest to report about the training. This morning the grass course was not open, so galloping went on on the training course which was in good order, but not fast. In fact, the ponies with light weights went well and those with heavy weights badly.

A lot from Mr. Bill's stable were out early, but they did not get what they did. Wild Dash, trainer up, and Wild Eddy, boy up, went once round in 2.37. Eddy leading all the way. Prejudice, Pillager and a black went once round in 2.41. Wild Eddy and two gray griffins went 2.41. In 2.38. Blackthorn and Twenty-

per cent went for a steady 4m. keeping together in 1.40. Amethyst and the best gray griffin, 4m. in 1.43. Two grays and a white griffin from Mr. Bill's stable 4m. in 1.45. Montezuma went for a 4m. canter. Mr. Ten Brock on his skewball, cantering hand, held 4m. in 1.42, there were two chestnut griffins, but they were too slow for the skewball. Mr. Smarty's dun and Merodac with a light weight went for 4m. in 1.38, first 4m. in 1.5, the wind being strong against them up the straight. First Violin went once round in 1.42 with a lot of others behind him. Mr. Bill's gray and white griffins 1m. in 2.17, first 1m. 1.5. Tajmahal and some others went for an exercise canter once round in 2.37, last mile 2.21. White Knight went for a mile; his last 4m. was 1.30. Two griffins of Mr. Bill's did 4m. in 6.45. Gil Blas went for a mile with Ruy Blas and the spotted griffin; he came in by himself in 2.15, the griffin last.

September 15th.

This was a trotting morning; an interesting feature was a new team of the Judge's which beat Picaron; the other griffin which beat Picaron has been in physic. Fortunate stable to have two griffins that can beat Picaron, the fastest half miler for seven years. Prejudice and Pillager are going in good form; so are Wild Eddy and First Cornet. Red Robin looks up to his best form; the same may be said of Financier (late First Violin). In fact this meeting is promising to be a resurrection of old screws.—*Mercury*.

CHEFOO.

[FROM OUR CORRESPONDENT.]

Chefoo, 12th Sept., 1882.

Notwithstanding the settlement of the Korean question, the Chinese troops still remain in Korea, as also the large gunboats *Yung-tse* and *Chao-yun*.

Admiral Ting returned yesterday from Tientsin in his flagship *Wei-yuen*, and will leave to-day for Korea. Several Chinese gunboats have gone to and come from Korea during the last week. This morning a Japanese man-of-war arrived from Korea, and exchanged salutes with the Chinese flagship.

Admiral Kaptoff, commander-in-chief of the Russian squadron, arrived on the 5th instant in the gunboat *Nerpa* for Tientsin, en route to Peking.

Men-of-war in port.—Russian *Duke of Edinburgh*, *Platov*, *Abrek*, and *Nerpa*; German, *Stach*, *Elkuth*, and *Wolf*; French, *Latite*, *American*, *Monocacy*; British, *Moorthen*; five Chinese, and one Japanese.

Yesterday, all the men-of-war "dressed ship" in honour of the *Car's* name-day, and salutes were fired at noon.

The weather is excellent; temperature during the day 80°; during the night, 65°.

The English squadron is expected here within a week.

Races will not take place this autumn, but a Regatta will probably come off in a few weeks.—*Mercury*.

TIENTSIN.

September 8th.

Yesterday the Chinese cruiser *Wei-yuen*, known as No. 20, arrived from Korea with Ma Kien-tung, Ting, Mr. Clayton, and three Korean Ambassadors.

The Chinese and Korean trading regulations have been accepted and signed by the Korean King, and so has the settlement of the Japanese affair. Japan receives 550,000 yen indemnity and all that was asked for by Japan, Japan will keep 1,000 men there till the money has been paid.

It is said the three Korean Ambassadors are bearers of a dispatch to the Emperor begging him not to punish his father, whom it is Chinese etiquette to call his uncle. Taotai Ma, Admiral Ting, General Wu and Mr. Clayton are said to have been recommended by H.E. Li Hung-chang to the Emperor for their able management of the Korean affair.

H.E. Li Hung-chang has been pleased to permit his hand to play at Ma's request, to-morrow at 6 p.m. in the Public Garden.

The *Shin-poo*'s reporter was attacked and beaten by some Chinese here for an article written against them in the *Shin-poo*; the Magistrate had two arrested and punished.

It is said that the troops which were taken over to Korea from Tung-chow-foo will remain there for the present.

September 11th, 1882.

Mr. Young, the U.S. Minister, arrived yesterday for Hancun. The Korean King's father has not returned as yet from Tungchow where Li Hung-chang met him; either he would not comply with Li Hung-chang's request or a different order was given from Peking. The Chinese are freely talking about Taotai Ma agreeing to pay 50,000,000 taels to the Japanese Government.

The Japanese Government and agreed to 1,000 Japanese troops to remain till the money is paid and 13 of the Korean ring leaders to be beheaded. Only H.E. Li and Ma Taotai can answer these questions.

It would have been better if Dr. Hirth had got the original paper from the Archives of the Hopko at Canton instead of a copy of the Hopko Book of 1753 as read at the Meeting of the N. C. Branch R.A.S. on the 29th ult. and reported in your contemporary on the 3th inst.; it may turn out to be a fake—United States and Korea. Treaty as translated by your contemporary from the *Shin-poo*.

It was not Admiral Ting but General Wu Chang-ching, who succeeded in getting the Korean King's father to go on board and see Admiral Ting, and detained him by request of the latter and brought him here. Admiral Ting with Wu Chang-chang has gone back to Korea, after an interview with H.E. Li Hung-chang; it is due to General Wu that so speedily a settlement of the Korean and Japanese affair has been come to.—*Shanghai Mercury*.

WUHU.

[FROM OUR CORRESPONDENT.]

10th September, 1882.

Another fire broke out at one o'clock this morning near the French Mission's newly built tenements. Some six or seven substantially built houses were entirely burned down. The origin of the fire is said to be incendiary. As usual, the out-door staff of the Customs, led by the Tide-Surveyor, were promptly on the ground, and worked vigorously. The China Merchant Co.'s staff in charge of their fire engine, also arrived, and by the aid of their engine the fire was completely subdued.

The Chinese authorities have taken a notion for cattle-breeding and to enable them to carry out their scheme several very large sheds have been ordered to be erected. Notices have also been issued to owners of cattle, offering \$4 for each head of cattle delivered here. The authorities propose to receive and look after the cattle for a period of twelve months, at the expiration of which time the cattle will be returned to the owners, free of all expense, but on repayment of the sum advanced.

The shooting season has commenced here. Some of the sportsmen who were out shooting last week, have returned with a good supply of pheasants and deer.—*Mercury*.

To-day's Advertisements.

THEATRE ROYAL, CITY HALL, HONGKONG.

M. R. DORSAY OGDEN has the honour to announce that prior to his departure from Hongkong he will give a

GRAND FAREWELL PERFORMANCE

AT THE THEATRE ROYAL, CITY HALL, THIS EVENING, THE 19TH SEPTEMBER, 1882.

FOR THE BENEFIT OF THE "HONGKONG TELEGRAPH" EXPENSES FUND (IN CONNECTION WITH THE BANDMANN LIBEL CASE) when will be produced

CHARLES SELBY'S POPULAR MUSICAL INTERLUDE "THE BONNIE FISH WIFE" AND

CHARLES DANCE'S FAMOUS COMEDY "DELICATE GROUND" OR "PARIS IN 1793."

"The Prisoner Within the Bars" will appear in both pieces.

Seats may be booked at Messrs. KELLY & WALSH'S, where a plan of the Theatre is now on view.

ADMISSION: Dress Circle.....\$2.00. Reserved Seats.....\$2.00. Unreserved Seats.....\$1.00.

Doors open at 8.30. To commence at NINE sharp. Hongkong, 11th September, 1882.

THE UNION INSURANCE SOCIETY OF CANTON.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the UNION INSURANCE SOCIETY OF CANTON will be held at the Society's Head Office, Hongkong, on TUESDAY, the 3rd day of October, 1882, at FOUR O'CLOCK in the AFTERNOON, when the subjoined Resolution, which was passed at the Extraordinary General Meeting of the Society held on MONDAY, the 18th day of September, 1882, will be submitted for Confirmation as a Special Resolution.

RESOLUTION. That this Society, now registered under the Companies' Ordinance No. 1 of 1865 as an Unlimited Company, be registered under the Companies' Ordinance 1865 to 1881 as a Company limited by Shares.

By Order of the Board, DOUGLAS JONES, Acting Secretary. Hongkong, 19th September, 1882. [638]

Intimations.

T O K K E E.

C O A L M E R C H A N T, 18, WING SING LANE, HONGKONG.

KEEPS on hand for Sale all kinds of STEAM COAL of the best quality, at moderate rates; also has always Powerful Steam Launches for Hire at a Reasonable Charge, either for special Purposes, Excursions, or Towing. Hongkong, 13th April, 1882. [234]

Y E U Q U A.

SHIP, PORTRAIT, AND MINIATURE PAINTER. PHOTOGRAPHIC VIEWS. LANDSCAPES IN OIL AND WATER COLORS. All Work Executed by First-Class Artists. IVORY MINIATURES A SPECIALITY. SATISFACTION GUARANTEED. No. 52, C. QUEEN'S ROAD CENTRAL, UPSTAIRS. H O N G K O N G. Hongkong, 4th April, 1882. [211]

S U N S H I N G.

DEALER IN SILKS. CANTON and Shanghai Gauzes, Grape Shawls, Lacquered and Ivory Wares, Curios, &c., &c. The best house in the trade for high class Curios. GOLD AND SILVER JEWELLERY of the most artistic designs, Engraving on Stamps, Seals, &c., &c. The public and Travellers are invited to inspect the show rooms. No. 62, QUEEN'S ROAD, CENTRAL, HONGKONG. Hongkong, 1st May, 1882. [298]

W I N G T Y L O O N G. HAS FOR SALE. PRIME Mess Pork and Beef, 200lbs. in Barrel. Boiled and Roast Beef and Mutton, Soup and Bouilli, American Hams, Bacon, Codfish, Cracked Wheat, Hominy, fresh white and red Beans, Assorted Fruits and Soups, Ham Sausages, Salmon Bellies, Mackerell, Sheep Tongues, Choice Tripe, Caviar, Clam, Chowder, Lobsters, Oysters, Corn Meal, and every description of Olmen's stores at moderate prices. No. 39, HING LOONG STREET. Hongkong, 1st May, 1882. [299]

SPECIAL NOTICE. TO ADVERTISERS. SHIPPING FIRMS, INSURANCE COMPANIES, COMMERCIAL HOUSES, AND ADVERTISERS generally are informed that arrangements have now been completed to issue daily in connection with all ADVERTISEMENTS INSERTED IN THE "HONGKONG TELEGRAPH" A SPECIAL ADVERTISEMENT SHEET FREE OF CHARGE.

As the scale of charges in the *Hongkong Telegraph*, which has a guaranteed circulation of THREE HUNDRED COPIES, is fixed at an exceedingly low rate, the attention of Advertisers is directed to the many advantages offered by this journal as a General Advertising Medium, and the support of the Mercantile community and the public generally is respectfully solicited. Hongkong, 1st April, 1882.

Intimations.

C H I E N A M.

GOLD AND SILVER SMITH, WATCH MAKER AND ENGRAVER.

WATCHES CLEANED AND REPAIRED ON MODERATE TERMS: ALL WORK GUARANTEED. JEWELRY MADE AND REPAIRED. No. 72, WELLINGTON STREET, HONGKONG. Hongkong, 6th April, 1882. [214]

S Z H I N G.

TAILOR. DEALER in all kinds of Drapery, Silk Handkerchiefs, Embroidered Shawls, &c., &c. HAT AND CAP MAKER. Ladies material made up, and perfect Fit Guaranteed at Moderate Charges. MATTING AND MANILA CIGARS, FOR SALE. No. 76, WELLINGTON STREET, HONGKONG. Hongkong, 12th April, 1882. [228]

NOTICE.

THE Undersigned has all kinds of House and Ship COAL for Sale in large or small quantities at Moderate Prices. Strong and Commodious small steamers on hire for towing purposes, Excursions, &c., &c. CHEAPER than any other House in the Trade. Apply to HING LEE, 37, Tung Man Lane. Hongkong, 12th April, 1882. [227]

HONGKONG RACES, 1882. NOW READY, PRICE 25c. A COMPLETE REPORT OF THE HONGKONG RACE MEETING OF 1882, IN PAMPHLET FORM, REPRINTED FROM THE "HONGKONG TELEGRAPH" As only a limited number will be printed, orders should be sent without delay to the "HONGKONG TELEGRAPH" OFFICE No. 6, PEDDAR'S HILL. Hongkong, 4th March, 1882.

A H O O Y. HOY LEE. MERCHANT TAILOR, HAT, & CAP MAKER.

HAS for Sale, every description of Gentlemen's Scarves, Collars, Ties, Socks, Hats, &c., &c. Dealer in Chinese Silks of all kinds. Bamboo Blinds, Matings of own Manufacture. China Teapots in bamboo covers, Rattan Chairs, Silk Coats a Speciality, a perfect fit and best material guaranteed. No. 112, QUEEN'S ROAD CENTRAL, Hongkong, 16th May, 1882. [347]

L I N G S H I N G. BOOT AND SHOE MAKER, No. 5, WELLINGTON STREET, HONGKONG.

THE CHEAPEST SHOP IN THE TRADE. Materials and Workmanship Guaranteed. Special experience in making Gentlemen's RIDING BOOTS. Hongkong, 4th April, 1882. [207]

NOTICE.

ARRANGEMENTS have now been completed which will enable this Office to undertake all kinds of JOB PRINTING, including DIRECTORS' REPORTS, BOOKS, PAMPHLETS, HALL ROOM and VISITING CARDS, PROSPECTUSES, DEBIT NOTES, LABELS, PROGRAMMES OF ENTERTAINMENTS, TRADE CIRCULARS and REPORTS, &c., &c. Accuracy and Best Workmanship guaranteed at the lowest possible rates. "HONGKONG TELEGRAPH" OFFICE, 6, Peddar's Hill, 1st March, 1882.

W A H L O O N G, ESTABLISHED 1865. GOLD AND SILVER SMITH AND JEWELLER.

DEALER IN Ivory, and Lacquered Ware, Matings, &c., &c. Porcelain, Fans, Curios, Bristles, Human Hair, and specially selected Feathers always on hand at Moderate Prices, quality guaranteed. No. 60, QUEEN'S ROAD CENTRAL, HONGKONG. Hongkong, 2nd June, 1882. [399]

BOOKBINDING AND RULING IN ALL ITS BRANCHES EXECUTED AT VERY LOW RATES AT THE "HONGKONG TELEGRAPH" OFFICE. Account Books ruled to any pattern. Music bound in elegant Style with best Materials. "TELEGRAPH" OFFICE, HONGKONG.

S A M H I N G. (S T U L T Z). MERCHANT TAILOR AND OUTFITTER, HAT AND CAP MAKER.

IMPORTER of every description of Gentlemen's Scarves, Collars, Ties, Socks, Umbrellas, Hats, &c., &c. Dealer in Chinese Silks of all kinds; Bamboo Blinds and Matting. Special attention given to the Tailoring Department. A perfect fit

Commercial.

THIS DAY.

4 o'clock p.m.
Business in the Share Market is still very quiet. Sales in Banks have been looked at 133 for end of October. Docks have also been the medium of time transactions, having been negotiated at 55 for October, and 56 for November. Nothing in other stocks has come under our notice.

SHARES.

Hongkong and Shanghai Bank—136 per cent. premium, buyers.
Union Insurance Society of Canton—\$1,600 per share, buyers.
China Traders' Insurance Company—\$1,560 per share, sellers.
North China Insurance—Tls. 1,225 per share.
Canton Insurance Company, Limited—\$80 per share.
Yangtze Insurance Association—Tls. 850 per share.
Chinese Insurance Company—\$255 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$1030 per share, sales.
China Fire Insurance Company—\$3221 per share, sales.
Hongkong and Whampoa Dock Company—524 per cent. premium, buyers.
Hongkong, Canton, and Macao Steamboat Co.—\$35 per share premium, sellers.
Hongkong Gas Company—\$85 per share.
Hongkong Hotel Company—\$107 per share, sellers.
Indo-China Steam Navigation Company, Limited—par.
China Sugar Refining Company, Limited—\$197 per share, sellers.
China Sugar Refining Company (Debtures)—3 per cent. premium.
Luzon Sugar Refining Company, Limited—\$118 per share.
Hongkong Ice Company—\$145 per share, buyers.
Hongkong and China Bakery Company, Limited—\$60 per share.
Chinese Imperial Loan of 1878—14 per cent. prem. ex. int.
Chinese Imperial Loan of 1881—23 per cent. prem.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 3/9
Bank Bills, at 30 days' sight 3/9
Bank Bills, at 4 months' sight 3/9
Credits, at 4 months' sight 3/10
Documentary Bills, at 4 months' sight 3/10
ON PARIS.—
Bank Bills, on demand 4-73
Credits, at 4 months' sight 4-84
ON BOMBAY.—Bank, T.T. 224
ON CALCUTTA.—Bank, T.T. 224
ON SHANGHAI.—
Bank, sight 724
Private, 30 days' sight 731

EXPORT CARGO.

Per City of Peking, str., for Yokohama.—10 cases Brandy, 10 cases Vermilion, 21 cases Oil, 8 packages Hides, 8 packages Ivory, 2 packages Gunnies, 160 packages Merchandise, 3587 bags Sugar, and 20 boxes Treasure, \$80,000. For San Francisco.—8 cases Oil, 69 cases Prepared Opium, 8 cases Silks, 3 rolls Matting, 338 packages Tea, 40 bags Beans, 100 bags Pepper, 343 bags Saltpetre, 60 bales Gunnies, 4453 packages Merchandise and 25991 bags Rice. For San Jose de Guzman.—24 cases Silks, 10 packages Tea, 15 packages Merchandise, and 200 bags Rice. For Callao.—3 cases Silks, and 7 cases Merchandise. For New York.—60 rolls Matting, 4 packages Merchandise, 11 cases Silks, 194 bales Raw Silk, and 21 packages Tea.

OPIUM MARKET.—THIS DAY.

New Malwa per picul; \$620
(Allowance, Tals 56).
Old Malwa per picul, \$680
(Allowance, Tals 56).
New Patna (first choice) per chest, \$577
New Patna (second) per chest, \$572
New Patna (without choice) per chest \$575
New Patna (bottom) per chest, \$580
New Benares (without choice) per chest \$552
New Benares (bottom) per chest, \$555
Persian per picul, \$410

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

BAROMETER.	HONGKONG.	AMOI.	SHANGHAI.	MANILA.
Thermometer.	On land at 4 p.m.	On land at 4 p.m.	On land at 4 p.m.	On land at 4 p.m.
	79.5	79.5	79.5	79.5
Direction of Wind.	S.W.	S.W.	S.W.	S.W.
Force.	4	4	4	4
Dry Thermometer.	80.0	80.0	80.0	80.0
Wet Thermometer.	77.0	77.0	77.0	77.0
Hour's Rain.	0.0	0.0	0.0	0.0
Quantity fallen.	0.0	0.0	0.0	0.0

Barometer, level of the sea in inches, time and tendency.—Thermometer, in Fahrenheit degrees and time kept in the open air in a shaded situation.—Direction of Wind, is registered every two points, N., N.E., E., S.E., S., S.W., W., N.W., and N. by E. Force of Wind, 0 calm, 1 to 3 light breeze, 3 to 4 moderate, 5 to 6 fresh, 7 to 8 strong, 9 to 10 heavy, 11 to 12 violent, 13 to 14 storm, 15 to 16 hurricane, 17 to 18 typhoon, 19 to 20 gale, 21 to 22 severe gale, 23 to 24 storm, 25 to 26 hurricane, 27 to 28 typhoon, 29 to 30 gale, 31 to 32 severe gale, 33 to 34 storm, 35 to 36 hurricane, 37 to 38 typhoon, 39 to 40 gale, 41 to 42 severe gale, 43 to 44 storm, 45 to 46 hurricane, 47 to 48 typhoon, 49 to 50 gale, 51 to 52 severe gale, 53 to 54 storm, 55 to 56 hurricane, 57 to 58 typhoon, 59 to 60 gale, 61 to 62 severe gale, 63 to 64 storm, 65 to 66 hurricane, 67 to 68 typhoon, 69 to 70 gale, 71 to 72 severe gale, 73 to 74 storm, 75 to 76 hurricane, 77 to 78 typhoon, 79 to 80 gale, 81 to 82 severe gale, 83 to 84 storm, 85 to 86 hurricane, 87 to 88 typhoon, 89 to 90 gale, 91 to 92 severe gale, 93 to 94 storm, 95 to 96 hurricane, 97 to 98 typhoon, 99 to 100 gale, 101 to 102 severe gale, 103 to 104 storm, 105 to 106 hurricane, 107 to 108 typhoon, 109 to 110 gale, 111 to 112 severe gale, 113 to 114 storm, 115 to 116 hurricane, 117 to 118 typhoon, 119 to 120 gale, 121 to 122 severe gale, 123 to 124 storm, 125 to 126 hurricane, 127 to 128 typhoon, 129 to 130 gale, 131 to 132 severe gale, 133 to 134 storm, 135 to 136 hurricane, 137 to 138 typhoon, 139 to 140 gale, 141 to 142 severe gale, 143 to 144 storm, 145 to 146 hurricane, 147 to 148 typhoon, 149 to 150 gale, 151 to 152 severe gale, 153 to 154 storm, 155 to 156 hurricane, 157 to 158 typhoon, 159 to 160 gale, 161 to 162 severe gale, 163 to 164 storm, 165 to 166 hurricane, 167 to 168 typhoon, 169 to 170 gale, 171 to 172 severe gale, 173 to 174 storm, 175 to 176 hurricane, 177 to 178 typhoon, 179 to 180 gale, 181 to 182 severe gale, 183 to 184 storm, 185 to 186 hurricane, 187 to 188 typhoon, 189 to 190 gale, 191 to 192 severe gale, 193 to 194 storm, 195 to 196 hurricane, 197 to 198 typhoon, 199 to 200 gale, 201 to 202 severe gale, 203 to 204 storm, 205 to 206 hurricane, 207 to 208 typhoon, 209 to 210 gale, 211 to 212 severe gale, 213 to 214 storm, 215 to 216 hurricane, 217 to 218 typhoon, 219 to 220 gale, 221 to 222 severe gale, 223 to 224 storm, 225 to 226 hurricane, 227 to 228 typhoon, 229 to 230 gale, 231 to 232 severe gale, 233 to 234 storm, 235 to 236 hurricane, 237 to 238 typhoon, 239 to 240 gale, 241 to 242 severe gale, 243 to 244 storm, 245 to 246 hurricane, 247 to 248 typhoon, 249 to 250 gale, 251 to 252 severe gale, 253 to 254 storm, 255 to 256 hurricane, 257 to 258 typhoon, 259 to 260 gale, 261 to 262 severe gale, 263 to 264 storm, 265 to 266 hurricane, 267 to 268 typhoon, 269 to 270 gale, 271 to 272 severe gale, 273 to 274 storm, 275 to 276 hurricane, 277 to 278 typhoon, 279 to 280 gale, 281 to 282 severe gale, 283 to 284 storm, 285 to 286 hurricane, 287 to 288 typhoon, 289 to 290 gale, 291 to 292 severe gale, 293 to 294 storm, 295 to 296 hurricane, 297 to 298 typhoon, 299 to 300 gale, 301 to 302 severe gale, 303 to 304 storm, 305 to 306 hurricane, 307 to 308 typhoon, 309 to 310 gale, 311 to 312 severe gale, 313 to 314 storm, 315 to 316 hurricane, 317 to 318 typhoon, 319 to 320 gale, 321 to 322 severe gale, 323 to 324 storm, 325 to 326 hurricane, 327 to 328 typhoon, 329 to 330 gale, 331 to 332 severe gale, 333 to 334 storm, 335 to 336 hurricane, 337 to 338 typhoon, 339 to 340 gale, 341 to 342 severe gale, 343 to 344 storm, 345 to 346 hurricane, 347 to 348 typhoon, 349 to 350 gale, 351 to 352 severe gale, 353 to 354 storm, 355 to 356 hurricane, 357 to 358 typhoon, 359 to 360 gale, 361 to 362 severe gale, 363 to 364 storm, 365 to 366 hurricane, 367 to 368 typhoon, 369 to 370 gale, 371 to 372 severe gale, 373 to 374 storm, 375 to 376 hurricane, 377 to 378 typhoon, 379 to 380 gale, 381 to 382 severe gale, 383 to 384 storm, 385 to 386 hurricane, 387 to 388 typhoon, 389 to 390 gale, 391 to 392 severe gale, 393 to 394 storm, 395 to 396 hurricane, 397 to 398 typhoon, 399 to 400 gale, 401 to 402 severe gale, 403 to 404 storm, 405 to 406 hurricane, 407 to 408 typhoon, 409 to 410 gale, 411 to 412 severe gale, 413 to 414 storm, 415 to 416 hurricane, 417 to 418 typhoon, 419 to 420 gale, 421 to 422 severe gale, 423 to 424 storm, 425 to 426 hurricane, 427 to 428 typhoon, 429 to 430 gale, 431 to 432 severe gale, 433 to 434 storm, 435 to 436 hurricane, 437 to 438 typhoon, 439 to 440 gale, 441 to 442 severe gale, 443 to 444 storm, 445 to 446 hurricane, 447 to 448 typhoon, 449 to 450 gale, 451 to 452 severe gale, 453 to 454 storm, 455 to 456 hurricane, 457 to 458 typhoon, 459 to 460 gale, 461 to 462 severe gale, 463 to 464 storm, 465 to 466 hurricane, 467 to 468 typhoon, 469 to 470 gale, 471 to 472 severe gale, 473 to 474 storm, 475 to 476 hurricane, 477 to 478 typhoon, 479 to 480 gale, 481 to 482 severe gale, 483 to 484 storm, 485 to 486 hurricane, 487 to 488 typhoon, 489 to 490 gale, 491 to 492 severe gale, 493 to 494 storm, 495 to 496 hurricane, 497 to 498 typhoon, 499 to 500 gale, 501 to 502 severe gale, 503 to 504 storm, 505 to 506 hurricane, 507 to 508 typhoon, 509 to 510 gale, 511 to 512 severe gale, 513 to 514 storm, 515 to 516 hurricane, 517 to 518 typhoon, 519 to 520 gale, 521 to 522 severe gale, 523 to 524 storm, 525 to 526 hurricane, 527 to 528 typhoon, 529 to 530 gale, 531 to 532 severe gale, 533 to 534 storm, 535 to 536 hurricane, 537 to 538 typhoon, 539 to 540 gale, 541 to 542 severe gale, 543 to 544 storm, 545 to 546 hurricane, 547 to 548 typhoon, 549 to 550 gale, 551 to 552 severe gale, 553 to 554 storm, 555 to 556 hurricane, 557 to 558 typhoon, 559 to 560 gale, 561 to 562 severe gale, 563 to 564 storm, 565 to 566 hurricane, 567 to 568 typhoon, 569 to 570 gale, 571 to 572 severe gale, 573 to 574 storm, 575 to 576 hurricane, 577 to 578 typhoon, 579 to 580 gale, 581 to 582 severe gale, 583 to 584 storm, 585 to 586 hurricane, 587 to 588 typhoon, 589 to 590 gale, 591 to 592 severe gale, 593 to 594 storm, 595 to 596 hurricane, 597 to 598 typhoon, 599 to 600 gale, 601 to 602 severe gale, 603 to 604 storm, 605 to 606 hurricane, 607 to 608 typhoon, 609 to 610 gale, 611 to 612 severe gale, 613 to 614 storm, 615 to 616 hurricane, 617 to 618 typhoon, 619 to 620 gale, 621 to 622 severe gale, 623 to 624 storm, 625 to 626 hurricane, 627 to 628 typhoon, 629 to 630 gale, 631 to 632 severe gale, 633 to 634 storm, 635 to 636 hurricane, 637 to 638 typhoon, 639 to 640 gale, 641 to 642 severe gale, 643 to 644 storm, 645 to 646 hurricane, 647 to 648 typhoon, 649 to 650 gale, 651 to 652 severe gale, 653 to 654 storm, 655 to 656 hurricane, 657 to 658 typhoon, 659 to 660 gale, 661 to 662 severe gale, 663 to 664 storm, 665 to 666 hurricane, 667 to 668 typhoon, 669 to 670 gale, 671 to 672 severe gale, 673 to 674 storm, 675 to 676 hurricane, 677 to 678 typhoon, 679 to 680 gale, 681 to 682 severe gale, 683 to 684 storm, 685 to 686 hurricane, 687 to 688 typhoon, 689 to 690 gale, 691 to 692 severe gale, 693 to 694 storm, 695 to 696 hurricane, 697 to 698 typhoon, 699 to 700 gale, 701 to 702 severe gale, 703 to 704 storm, 705 to 706 hurricane, 707 to 708 typhoon, 709 to 710 gale, 711 to 712 severe gale, 713 to 714 storm, 715 to 716 hurricane, 717 to 718 typhoon, 719 to 720 gale, 721 to 722 severe gale, 723 to 724 storm, 725 to 726 hurricane, 727 to 728 typhoon, 729 to 730 gale, 731 to 732 severe gale, 733 to 734 storm, 735 to 736 hurricane, 737 to 738 typhoon, 739 to 740 gale, 741 to 742 severe gale, 743 to 744 storm, 745 to 746 hurricane, 747 to 748 typhoon, 749 to 750 gale, 751 to 752 severe gale, 753 to 754 storm, 755 to 756 hurricane, 757 to 758 typhoon, 759 to 760 gale, 761 to 762 severe gale, 763 to 764 storm, 765 to 766 hurricane, 767 to 768 typhoon, 769 to 770 gale, 771 to 772 severe gale, 773 to 774 storm, 775 to 776 hurricane, 777 to 778 typhoon, 779 to 780 gale, 781 to 782 severe gale, 783 to 784 storm, 785 to 786 hurricane, 787 to 788 typhoon, 789 to 790 gale, 791 to 792 severe gale, 793 to 794 storm, 795 to 796 hurricane, 797 to 798 typhoon, 799 to 800 gale, 801 to 802 severe gale, 803 to 804 storm, 805 to 806 hurricane, 807 to 808 typhoon, 809 to 810 gale, 811 to 812 severe gale, 813 to 814 storm, 815 to 816 hurricane, 817 to 818 typhoon, 819 to 820 gale, 821 to 822 severe gale, 823 to 824 storm, 825 to 826 hurricane, 827 to 828 typhoon, 829 to 830 gale, 831 to 832 severe gale, 833 to 834 storm, 835 to 836 hurricane, 837 to 838 typhoon, 839 to 840 gale, 841 to 842 severe gale, 843 to 844 storm, 845 to 846 hurricane, 847 to 848 typhoon, 849 to 850 gale, 851 to 852 severe gale, 853 to 854 storm, 855 to 856 hurricane, 857 to 858 typhoon, 859 to 860 gale, 861 to 862 severe gale, 863 to 864 storm, 865 to 866 hurricane, 867 to 868 typhoon, 869 to 870 gale, 871 to 872 severe gale, 873 to 874 storm, 875 to 876 hurricane, 877 to 878 typhoon, 879 to 880 gale, 881 to 882 severe gale, 883 to 884 storm, 885 to 886 hurricane, 887 to 888 typhoon, 889 to 890 gale, 891 to 892 severe gale, 893 to 894 storm, 895 to 896 hurricane, 897 to 898 typhoon, 899 to 900 gale, 901 to 902 severe gale, 903 to 904 storm, 905 to 906 hurricane, 907 to 908 typhoon, 909 to 910 gale, 911 to 912 severe gale, 913 to 914 storm, 915 to 916 hurricane, 917 to 918 typhoon, 919 to 920 gale, 921 to 922 severe gale, 923 to 924 storm, 925 to 926 hurricane, 927 to 928 typhoon, 929 to 930 gale, 931 to 932 severe gale, 933 to 934 storm, 935 to 936 hurricane, 937 to 938 typhoon, 939 to 940 gale, 941 to 942 severe gale, 943 to 944 storm, 945 to 946 hurricane, 947 to 948 typhoon, 949 to 950 gale, 951 to 952 severe gale, 953 to 954 storm, 955 to 956 hurricane, 957 to 958 typhoon, 959 to 960 gale, 961 to 962 severe gale, 963 to 964 storm, 965 to 966 hurricane, 967 to 968 typhoon, 969 to 970 gale, 971 to 972 severe gale, 973 to 974 storm, 975 to 976 hurricane, 977 to 978 typhoon, 979 to 980 gale, 981 to 982 severe gale, 983 to 984 storm, 985 to 986 hurricane, 987 to 988 typhoon, 989 to 990 gale, 991 to 992 severe gale, 993 to 994 storm, 995 to 996 hurricane, 997 to 998 typhoon, 999 to 1000 gale, 1001 to 1002 severe gale, 1003 to 1004 storm, 1005 to 1006 hurricane, 1007 to 1008 typhoon, 1009 to 1010 gale, 1011 to 1012 severe gale, 1013 to 1014 storm, 1015 to 1016 hurricane, 1017 to 1018 typhoon, 1019 to 1020 gale, 1021 to 1022 severe gale, 1023 to 1024 storm, 1025 to 1026 hurricane, 1027 to 1028 typhoon, 1029 to 1030 gale, 1031 to 1032 severe gale, 1033 to 1034 storm, 1035 to 1036 hurricane, 1037 to 1038 typhoon, 1039 to 1040 gale, 1041 to 1042 severe gale, 1043 to 1044 storm, 1045 to 1046 hurricane, 1047 to 1048 typhoon, 1049 to 1050 gale, 1051 to 1052 severe gale, 1053 to 1054 storm, 1055 to 1056 hurricane, 1057 to 1058 typhoon, 1059 to 1060 gale, 1061 to 1062 severe gale, 1063 to 1064 storm, 1065 to 1066 hurricane, 1067 to 1068 typhoon, 1069 to 1070 gale, 1071 to 1072 severe gale, 1073 to 1074 storm, 1075 to 1076 hurricane, 1077 to 1078 typhoon, 1079 to 1080 gale, 1081 to 1082 severe gale, 1083 to 1084 storm, 1085 to 1086 hurricane, 1087 to 1088 typhoon, 1089 to 1090 gale, 1091 to 1092 severe gale, 1093 to 1094 storm, 1095 to 1096 hurricane, 1097 to 1098 typhoon, 1099 to 1100 gale, 1101 to 1102 severe gale, 1103 to 1104 storm, 1105 to 1106 hurricane, 1107 to 1108 typhoon, 1109 to 1110 gale, 1111 to 1112 severe gale, 1113 to 1114 storm, 1115 to 1116 hurricane, 1117 to 1118 typhoon, 1119 to 1120 gale, 1121 to 1122 severe gale, 1123 to 1124 storm, 1125 to 1126 hurricane, 1127 to 1128 typhoon, 1129 to 1130 gale, 1131 to 1132 severe gale, 1133 to 1134 storm, 1135 to 1136 hurricane, 1137 to 1138 typhoon, 1139 to 1140 gale, 1141 to 1142 severe gale, 1143 to 1144 storm, 1145 to 1146 hurricane, 1147 to 1148 typhoon, 1149 to 1150 gale, 1151 to 1152 severe gale, 1153 to 1154 storm, 1155 to 1156 hurricane, 1157 to 1158 typhoon, 1159 to 1160 gale, 1161 to 1162 severe gale, 1163 to 1164 storm, 1165 to 1166 hurricane, 1167 to 1168 typhoon, 1169 to 1170 gale, 1171 to 1172 severe gale, 1173 to 1174 storm, 1175 to 1176 hurricane, 1177 to 1178 typhoon, 1179 to 1180 gale, 1181 to 1182 severe gale, 1183 to 1184 storm, 1185 to 1186 hurricane, 1187 to 1188 typhoon, 1189 to 1190 gale, 1191 to 1192 severe gale, 1193 to 1194 storm, 1195 to 1196 hurricane, 1197 to 1198 typhoon, 1199 to 1200 gale, 1201 to 1202 severe gale, 1203 to 1204 storm, 1205 to 1206 hurricane, 1207 to 1208 typhoon, 1209 to 1210 gale, 1211 to 1212 severe gale, 1213 to 1214 storm, 1215 to 1216 hurricane, 1217 to 1218 typhoon, 1219 to 1220 gale, 1221 to 1222 severe gale, 1223 to 1224 storm, 1225 to 1226 hurricane, 1227 to 1228 typhoon, 1229 to 1230 gale, 1231 to 1232 severe gale, 1233 to 1234 storm, 1235 to 1236 hurricane, 1237 to 1238 typhoon, 1239 to 1240 gale, 1241 to 1242 severe gale, 1243 to 1244 storm, 1245 to 1246 hurricane, 1247 to 1248 typhoon, 1249 to 1250 gale, 1251 to 1252 severe gale, 1253 to 1254 storm, 1255 to 1256 hurricane, 1257 to 1258 typhoon, 1259 to 1260 gale, 1261 to 1262 severe gale, 1263 to 1264 storm, 1265 to 1266 hurricane, 1267 to 1268 typhoon, 1269 to 1270 gale, 1271 to 1272 severe gale, 1273 to 1274 storm, 1275 to 1276 hurricane, 1277 to 1278 typhoon, 1279 to 1280 gale, 1281 to 1282 severe gale, 1283 to 1284 storm, 1285 to 1286 hurricane, 1287 to 1288 typhoon, 1289 to 1290 gale, 1291 to 1292 severe gale, 1293 to 1294 storm, 1295 to 1296 hurricane, 1297 to 1298 typhoon, 1299 to 1300 gale, 1301 to 1302 severe gale, 1303 to 1304 storm, 1305 to 1306 hurricane, 1307 to 1308 typhoon, 1309 to 1310 gale, 1311 to 1312 severe gale, 1313 to 1314 storm, 1315 to 1316 hurricane, 1317 to 1318 typhoon, 1319 to 1320 gale, 1321 to 1322 severe gale, 1323 to 1324 storm, 1325 to 1326 hurricane, 1327 to 1328 typhoon, 1329 to 1330 gale, 1331 to 1332 severe gale, 1333 to 1334 storm, 1335 to 1336 hurricane, 1337 to 1338 typhoon, 1339 to 1340 gale, 1341 to 1342 severe gale, 1343 to 1344 storm, 1345 to 1346 hurricane, 1347 to 1348 typhoon, 1349 to 1350 gale, 1351 to 1352 severe gale, 1353 to 1354 storm, 1355 to 1356 hurricane, 1357 to 1358 typhoon, 1359 to 1360 gale, 1361 to 1362 severe gale, 1363 to 1364 storm, 1365 to 1366 hurricane, 1367 to 1368 typhoon, 1369 to 1370 gale, 1371 to 1372 severe gale, 1373 to 1374 storm, 1375 to 1376 hurricane, 1377 to 1378 typhoon, 1379 to 1380 gale, 1381 to 1382 severe gale, 1383 to 1384 storm, 1385 to 1386 hurricane, 1387 to 1388 typhoon, 1389 to 1390 gale, 1391 to 1392 severe gale, 1393 to 1394 storm, 1395 to 1396 hurricane, 1397 to 1398 typhoon, 1399 to 1400 gale, 1401 to 1402 severe gale, 1403 to 1404 storm, 1405 to 1406 hurricane, 1407 to 1408 typhoon, 1409 to 1410 gale, 1411 to 1412 severe gale, 1413 to 1414 storm, 1415 to 1416 hurricane, 1417 to 1418 typhoon, 1419 to 1420 gale, 1421 to 1422 severe gale, 1423 to 1424 storm, 1425 to 1426 hurricane, 1427 to 1428 typhoon, 1429 to 1430 gale, 1431 to 1432 severe gale, 1433 to 1434 storm, 1435 to 1436 hurricane, 1437 to 1438 typhoon, 1439 to 1440 gale, 1441 to 1442 severe gale, 1443 to 1444 storm, 1445 to 1446 hurricane, 1447 to 1448 typhoon, 1449 to 1450 gale, 1451 to 1452 severe gale, 1453 to 1454 storm, 1455 to 1456 hurricane, 1457 to 1458 typhoon, 1459 to 1460 gale, 1461 to 1462 severe gale, 1463 to 1464 storm, 1465 to 1466 hurricane, 1467 to 1468 typhoon, 1469 to 1470 gale, 1471 to 1472 severe gale, 1473 to 1474 storm, 1475 to 1476 hurricane, 1477 to 1478 typhoon, 1479 to 1480 gale, 1481 to 1482 severe gale, 1483 to 1484 storm, 1485 to 1486 hurricane, 1487 to 1488 typhoon, 1489 to 1490 gale, 1491 to 1492 severe gale, 1493 to 1494 storm, 1495 to 1496 hurricane, 1497 to 1498 typhoon, 1499 to 1500 gale, 1501 to 1502 severe gale, 1503 to 1504 storm, 1505 to 1506 hurricane, 1507 to 1508 typhoon, 1509 to 1510 gale, 1511 to 1512 severe gale, 1513 to 1514 storm, 1515 to 1516 hurricane, 1517 to 1518 typhoon, 1519 to 1520 gale, 1521 to 1522 severe gale, 1523 to 1524 storm, 1525 to 1526 hurricane, 1527 to 1528 typhoon, 1529 to 1530 gale, 1531 to 1532 severe gale, 1533 to 1534 storm, 1535 to 1536 hurricane, 1537 to 1538 typhoon, 1539 to 1540 gale, 1541 to 1542 severe gale, 1543 to 1544 storm, 1545 to 1546 hurricane, 1547 to 1548 typhoon, 1549 to 1550 gale, 1551 to 1552 severe gale, 1553 to 1554 storm, 1555 to 1556 hurricane, 1557 to 1558 typhoon, 1559 to 1560 gale, 1561 to 1562 severe gale, 1563 to 1564 storm, 1565 to 1566 hurricane, 1567 to 1568 typhoon, 1569 to 1570 gale, 1571 to 1572 severe gale, 1573 to 1574 storm, 1575 to 1576 hurricane, 1577 to 1578 typhoon, 1579 to 1580 gale, 1581 to 1582 severe gale, 1583 to 1584 storm, 1585 to 1586 hurricane, 1587 to 1588 typhoon, 1589 to 1590 gale, 1591 to 1592 severe gale, 1593 to 1594 storm, 1595 to 1596 hurricane, 1597 to 1598 typhoon, 1599 to 1600 gale, 1601 to 1602 severe gale, 1603 to 1604 storm, 1605 to 1606 hurricane, 1607 to 1608 typhoon, 1609 to 1610 gale, 1611 to 1612 severe gale, 1613 to 1614 storm, 1615 to 1616 hurricane, 1617 to 1618 typhoon, 1619 to 1620 gale, 1621 to 1622 severe gale, 1623 to 1624 storm, 1625 to 1626 hurricane, 1627 to 1628 typhoon, 1629 to 1630 gale, 1631 to 1632 severe gale, 1633 to 1634 storm, 1635 to 1636 hurricane, 1637 to 1638 typhoon, 1639 to 1640 gale, 1641 to 1642 severe gale, 1643 to 1644 storm, 1645 to 1646 hurricane, 1647 to